



Environment and Climate Change Scrutiny Committee

Date: Thursday, 9 September 2021

Time: 10.00 am

Venue: Council Chamber, Level 2, Town Hall Extension

Everyone is welcome to attend this committee meeting.

There will be a private meeting for Members only at 11:00 am on Monday 6 September 2021 via MS Teams. A separate invite will be sent to Committee Members.

Access to the Public Gallery

Access to the Public Gallery is on Level 3 of the Town Hall Extension, using the lift or stairs in the lobby of the Mount Street entrance to the Extension. **There is no public access from any other entrance.**

Filming and broadcast of the meeting

Meetings of the Environment and Climate Change Scrutiny Committee are 'webcast'. These meetings are filmed and broadcast live on the Internet. If you attend this meeting you should be aware that you might be filmed and included in that transmission.

Membership of the Environment and Climate Change Scrutiny Committee

Councillors - Butt, Chohan, Flanagan, Foley, Hassan, Holt, Hughes, Igbon (Chair), Jeavons, Lynch, Lyons, Razaq, Sadler, Shilton Godwin 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 declare any personal, prejudicial or disclosable pecuniary interest 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. Members with a personal interest should declare that interest 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 22 July 2021.

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5. Climate Change Action Plan Annual Report 2020-21 and Work Programme 2021-22

Report of the Deputy Chief Executive and City Treasurer

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The Council declared a Climate Emergency in July 2019 and developed a Climate Change Action Plan (CCAP) 2020-25, which was approved by Executive in March 2020. This report provides an update on the progress that has been made in delivering the Action Plan during the first year (CCAP Annual Report 2020-21) and the work programme for the second year of the Action Plan (CCAP Work Programme 2021-22).

6. Manchester Climate Change Agency Progress Report 2021/22 - To follow

7. Planning and its contribution to address climate change

Report of the Director of Planning, Building Control and Licensing

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This report describes how the planning policy and process is used to influence and address climate change, including an update on the Local Plan, describing the policy in relation to developer requirements to provide electric vehicle charging points and cycle storage facilities, and the approach to Environmental Impact Assessments.

8. Overview Report

Report of the Governance and Scrutiny Support Unit

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This is a monthly report, which includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.

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 Environment and Climate Change Scrutiny Committee areas of interest include The Climate Change Strategy, Waste, Carbon Emissions, Neighbourhood Working, Flood Management, Planning policy and related enforcement and Parks and Green Spaces.

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. If you have a special interest in an item on the agenda and want to speak, tell the Committee Officer, who will pass on your request to the Chair. Groups of people will usually be asked to nominate a spokesperson. The Council wants its meetings to be as open as possible but occasionally there will be some confidential business. Brief reasons for confidentiality will be shown on the agenda sheet.

The Council welcomes the filming, recording, public broadcast and use of social media to report on the Committee's meetings by members of the public.

Agenda, reports and minutes of all Council Committees can be found on the Council's website www.manchester.gov.uk.

Smoking is not allowed in Council buildings.

Joanne Roney OBE
Chief Executive
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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 **Wednesday, 1 September 2021** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension , Manchester M60 2LA

Environment and Climate Change Scrutiny Committee

Minutes of the meeting held on 22 July 2021

Present:

Councillor Igbon – in the Chair
Councillors Chohan, Flanagan, Foley, Hassan, Holt, Hughes, Jeavons, Lynch, Lyons, Razaq, Sadler, Shilton Godwin and Wright

Apologies: Councillors Jeavons

Also present:

Councillor Rawlins, Executive Member for Environment
Megan Black, Head of Logistics & Environment, Transport for Greater Manchester

ECCSC/21/09 Minute Silence For The Victims Of Recent Environmental Disasters

The Committee and all those present observed a minute's silence in remembrance of all those who had lost lives as a result of the extreme weather events witnessed recently across the globe.

ECCSC/21/10 Minutes

Decision

To approve the minutes of the meeting held on 24 June 2021 as a correct record.

ECCSC/21/11 Climate Change Action Plan Quarterly Progress Report: Q1 April - June 2021

The Committee considered the report of the Deputy Chief Executive and City Treasurer that provided an update on the progress that had been made in delivering the Plan over the last 3 months (April – June 2021), noting that Council declared a Climate Emergency in July 2019 and developed a Climate Change Action Plan 2020-25, which was approved by Executive in March 2020.

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

- Recognising the significant progress made to date to reduce carbon emissions;
- Requesting that reports to the Committee that were publicly available on the website should include bar charts to track emissions against the carbon budget;
- All RAG ratings needed to include figures, targets and comparative data where available.
- Consideration needed to be given as to how the impact of actions were assessed and reported;
- Noting that research undertaken by the Local Government Association had described that Councils had significant wider influence to reduce emissions, in

- addition to those that they were directly responsible for;
- Information that was published on the website needed to be clear and accessible
- Information was sought on available and future funding sources to progress this work, in particular the retrofitting of homes;
- An update was sought on the recruitment to posts within the Manchester Climate Change Agency (MCCA);
- Noting the levels of occupancy within the Private Rented Sector (PRS) it was important that private landlords improved their housing stock to reduce carbon emissions;
- All new housing developments should include solar panels;
- The need to capture the impact of COVID within the plan, noting the new ways of working and people's travel arrangements, adding the need to recognise the impact on emissions as a result of working from home;
- Were the emissions savings achieved through the buildings estate a result of COVID and the new ways of working and was this sustainable long term;
- Noting that the University had developed a Place Based Carbon Calculator;
- Noting that the report was honest and transparent and had included a discussion on the Risks and Issues identified;
- Noting the challenges and barriers experienced by different groups across this city it was important to ensure that engagement with residents on the issue of climate change needed to be appropriate;
- Clarification was sought as to the reasons for the reported air travel;
- An update was sought on the calls for the Greater Manchester Pension Fund (GMPF) to divest from investing in fossil fuels;
- Carbon Literacy training needed to be delivered in schools, including those schools cross borders that children attended, adding that the voice of young people and schools should be included in the development of climate change ward action plans; and
- The need to ensure that the correct species of trees be planted in locations such as near schools and on road routes so as to maximise their carbon capture.

The Strategic Lead Policy and Partnerships updated the Members in regard to the recruitment to posts within the MCCA by advising that the Director will be starting 1 October 2021 and the recruitment to the post of Deputy Director was about to commence. In addition, the Policy and Strategy Lead would be starting 20 September 2021, the Programme and Finance Officer was currently in post as was the Residents and Communities Lead. He advised that all of these posts were funded by Manchester City Council. In addition, the post of Youth Champion had been appointed funded by crowd funding and the Adaptation and Resilience Officer was also in post via a secondment from Manchester Metropolitan University. He further informed the Committee that there were five other roles identified on the MCCA structure but filling these would be dependent on funding from other members of the Manchester Climate Change Partnership.

In response to the issue of funding, the Strategic Lead Policy and Partnerships commented that the pipeline of projects described within the plan helped to inform and articulate all funding opportunities. He stated that work had been undertaken to understand the projected figures to deliver retrofitting works and this evidence would

be submitted as part of the ask of the government's spending review. He commented that carbon reduction also informed the Economic Recovery Plan for the city. The Zero Carbon Manager acknowledged the comments regarding the reporting of data, adding that the emissions against carbon budget was produced in the annual report as there were challenges regarding the frequency and verification of data reporting and the risk of double counting when reporting. The Committee were informed that the issue regarding the RAG ratings would be discussed further at the Zero Carbon Coordination Group.

The Zero Carbon Manager further commented that a project was currently underway to review the information that was available to the public on the Council's website so that in addition to the more formal reporting, a narrative would also be provided to describe the progress achieved to date.

The Zero Carbon Manager advised that the learning from the pandemic would be adopted and she made reference to the staff travel policy that was currently being drafted.

Noting the comments regarding the need to engage with private landlords on the issue of carbon emissions, the Zero Carbon Manager described that this was recognised as a significant area and that a programme was underway at a Greater Manchester level to consider the issue of retrofitting across all types of tenure. She stated that in addition to tackling the issue of carbon emissions this work would also contribute to other important issues such as fuel poverty, health and skills and employment.

The Executive Member for Environment informed the Committee that she would be discussing the issue of PRS with the Executive Member for Housing and Employment with the ambition to progressing this important area of work. In regard to the issue of tree planting and the choice of species she advised that this was scheduled to be reported to a future meeting of the Committee, however she would speak with the Member outside of the meeting regarding the specific scheme in her ward.

The Strategic Lead Policy and Partnerships stated that Northwards Housing would be considering all retrofitting options, including alternative heat sources and solar panels as part of their wider capital investment programme and scheduled improvement works. He further added that resident behavior change and adaption to new technology was important to ensure that maximum benefits from new technology could be realised.

The Strategic Lead Policy and Partnerships commented that he was aware of the Place Based Carbon Calculator that had been developed by the University and consideration would be given as to how this tool could be utilised to help deliver and inform the programme of activities described across the Action Plan.

The Head of Neighbourhoods described that the Climate Change Neighbourhood Officers would assist Neighbourhood Teams to develop individual Climate Change Ward Action Plans, noting that work to quantify and report the outcomes of these plans was to be developed with the local University. She acknowledged the comment from the Member regarding the need to use appropriate language and engagement with different communities adding that this was understood.

In response to the question relating to air travel, the Strategic Lead Policy and Partnerships clarified that these flights had been purchased to facilitate the repatriation of Looked After Children, adding that as these had been purchased by the Local Authority and in the spirit of openness and transparency it was important to report this.

The Strategic Lead Policy and Partnerships further acknowledged the comments regarding young people and schools noting the importance of this, in particular in the context of the Year of the Child.

In regard to the issue of the GMPF the Executive Member for Environment stated that she shared the Committee's frustration and like her predecessor she would continue to lobby them to disinvest from fossil fuels. Members recommended that the Chair of this Committee should also write to the GMPF to urge them to disinvest immediately and support the city's ambition to transition to a zero carbon city.

The Chair concluded this item of business by congratulating all involved on the progress to date. She informed the Committee that she would be speaking with the Executive Member for Environment and the Head of Planning to scope the content of the report scheduled for the September meeting on the issue of planning to ensure that the themes and topics raised at this meeting were adequately addressed. She further stated that following the discussion she would be meeting with the other Scrutiny Chairs to ensure the issue of climate change was addressed through the remits of their respective Committees.

Decisions

The Committee recommend;

1. That every school on a main arterial route with high traffic have a tree planting plan included as part of the tree strategy to promote clean air;
2. That every council employee and Councillor make a pledge to support climate change; and
3. That all ward climate change plans across the city include a priority action to reduce carbon emissions and promote clean air, including but not restricted to no idling campaigns outside schools, developing walk to school schemes, road closures and the promotion of playing out schemes.
4. That the Chair write to the GMPF to urge them to disinvest from fossil fuels immediately and support the city's ambition to transition to a zero carbon city.

ECCSC/21/12 Greater Manchester Clean Air Plan

The Committee considered the report of the Deputy Chief Executive and City Treasurer and City Solicitor that set out the proposed Greater Manchester Final Clean Air Plan and policy following a review of all the information gathered through the GM CAP consultation and wider data, evidence and modelling work which was to be agreed by the ten Greater Manchester local authorities.

The Committee were invited to comment on the report prior to its consideration by the Executive at their meeting of 28 July 2021.

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

- Noting that the Clean Air Plan would primarily address the issue of Nitrogen Dioxide would this plan contribute to the lowering of Carbon Dioxide emissions;
- Expressing disappointment that the Strategic Road Network did not include the M60 motorway;
- A member called for a suspension of road building, similar to that which had recently been announced in Wales;
- Good practice and scrappage schemes, with reference to a scheme delivered in Coventry should be used to incentivise drivers to change to more environmentally friendly vehicles;
- The Council needed to be clear in its ambition to see a reduced dependency on cars to undertake journeys, in particular unnecessary short journeys, commenting that the Council remained committed to this;
- Questioning the space allocated to staff car parking at schools that had been recently built across the city, commenting that this was contrary to the ambitions of the city as it did not set a good example to both pupils attending the school and their parents, and it further contributed to the issue of water run off;
- The Council should use all levers of influence to encourage all employers across the city to develop sustainable staff travel plans;
- Consideration needed to be given to addressing the emissions caused by diesel freight trains; and
- An update was sought as to the introduction of electric buses across the city, noting that this has been piloted in the city.

In response to the questions from the Members, the Head of Environment, Planning and Infrastructure advised that the Clean Air Plan was part of a wider suite of strategies and planned projects designed to contribute to reducing the city's carbon emissions, making reference to the Greater Manchester Transport Strategy, the City Centre Transport Strategy, reference to the significant investment to deliver public transport and active travel projects and the work across Greater Manchester to deliver electric vehicle charging points.

With regard to the comments raised regarding the schools, the Head of Environment, Planning and Infrastructure commented that he would look into the specific cases raised following the meeting. He added that the delivery of Mobility Hubs across Greater Manchester would encourage and support public and active travel, noting that work was underway to strategically place these sites. He commented that this would support the ambition to reduce the number of journeys undertaken by car.

In response to the discussion on diesel freight trains, the Head of Environment, Planning and Infrastructure stated that the Government had recently released its transport decarbonisation plan; however, he would need to research the specifics in relation to diesel trains and feed back to the Member.

The Head of Logistics and Environment, Transport for Greater Manchester referred to the issue of electric buses by stating that the pilot scheme referred to had been funded by central government and that subsequently a bid had been submitted to fund the delivery of electric vehicles for the whole of the bus fleet, adding that funding was available and already being delivered through the Clean Air Plan to retrofit the existing fleet if required.

Decisions

The Committee endorse the recommendations that the Executive;

1. Note the progress of the Greater Manchester Clean Air Plan;
2. Note the progress in the distribution of Bus Retrofit funding;
3. Note Ministers' agreement to include the sections of the A628/A57 in Tameside which form part of the Strategic Road Network within the Greater Manchester's Clean Air Zone (CAZ) and their request for Tameside MBC, TfGM and Highways England to establish the most appropriate solution for the charging mechanism to be applied on this section of the Strategic Road Network (SRN);
4. Approve the GM Clean Air Plan Policy, at Appendix 1 noting that the policy outlines the boundary, discounts, exemptions, daily charges of the Clean Air Zone as well as the financial support packages offered towards upgrading to a compliant vehicle, including the eligibility criteria to be applied.
5. Note the Equalities Impact Assessment, as set out at Appendix 2;
6. Note the AECOM Consultation Report, as set out at Appendix 3;
7. Agree the proposed Response to the Consultation at Appendix 4 which has been prepared by TfGM on behalf of the ten GM local authorities;
8. Note the Impacts of COVID-19 Report, as set out at Appendix 5;
9. Agree the Modelling report of the final CAP package, as set out at Appendix 6, and in particular that the modelling outputs of the final plan scheme show the achievement of compliance with the legal limits for Nitrogen Dioxide in the shortest possible time and by 2024 at the latest as required by the Ministerial Direction;
10. Note the economic implications of the CAP Report, as set out at Appendix 7;
11. Note the update on the GM Minimum Licensing Standards, set out in section 3.1, and in particular that licensing conditions will not be used to support delivery of the GM Clean Air Plan;

12. Approve a 6-week public consultation on the inclusion of motorhomes classified as MSP1 in the GM Clean Air Zone and on the inclusion of the A575 and A580 at Worsley commencing on 1 September 2021 and delegate authority to the Executive Member for Environment to approve the consultation materials;
13. Note that the GM Clean Air Charging Authorities Committee has the authority to make the Charging Scheme Order which establishes the GM Charging Scheme in line with the agreed GM Clean Air Plan Policy;
14. Note that the GM Charging Authorities Committee has the authority to vary the Charging Scheme Order if this is established as the most appropriate charging mechanism to be applied on sections of the A628/A57 part of the Strategic Road Network (SRN) in Tameside;
15. Note that the Air Quality Administration Committee has the authority to agree the final form of the Operational Agreement for the Central Clean Air Service, and to authorise the making of the Agreement, on behalf of the ten GM local authorities;
16. Note that the Air Quality Administration Committee has the authority to:
 - a. establish and distribute the funds set out in the agreed GM Clean Air Plan policy;
 - b. approve the assessment mechanism agreed with JAQU to ensure that Clean Air Funds can be adapted if necessary;
 - c. keep the use of the funds under review and to determine any changes in the amounts allocated to each and their use; and
 - d. monitor and evaluate the joint local charging scheme.
17. Approve the reallocation of funding from the Try Before You Buy scheme to provide additional electric vehicle charging points dedicated for use by taxis;
18. Delegate to the GM Charging Authorities Committee the authority to determine the outcome of the consultation on both the inclusion of motorhomes classified as MSP1 within the scope of Clean Air Zone charges and on the inclusion in the GM Clean Air Zone of the A575 and A580 at Worsley following the conclusion of that consultation;
19. Approve the Clean Air Zone ANPR and signage locations, as set out at Appendix 10; and
20. Agree a delegation to Deputy Chief Executive to approve the submission of the Interim Full Business Case if required and Executive Member for Environment the Full Business Case (FBC) to the Government's Joint Air Quality Unit to support the GM Clean Air Plan and any supplementary information to that Unit.

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. Members were also invited to agree the Committee's future work programme.

A member requested that a report on the issue of flood management be submitted to the Committee for consideration and that representatives from the Environment Agency would be invited to attend that meeting. The Chair advised that she would look to schedule this on the Committee's Work Programme at the earliest opportunity.

Decision

The Committee note the report and agree the work programme subject to the above comments.

**Manchester City Council
Report for Information**

Report to: Environment and Climate Change Scrutiny Committee - 9 September 2021
Executive – 15 September 2021

Subject: CCAP Annual Report 2020-21 and Work Programme 2021-22

Report of: The Deputy Chief Executive and City Treasurer

Summary

The Council declared a Climate Emergency in July 2019 and developed a Climate Change Action Plan (CCAP) 2020-25, which was approved by Executive in March 2020. This report provides an update on the progress that has been made in delivering the Action Plan during the first year (CCAP Annual Report 2020-21) and the work programme for the second year of the Action Plan (CCAP Work Programme 2021-22).

Recommendations

1. The Environment and Climate Change Scrutiny Committee is recommended to endorse the contents of the report, the progress that has been made in delivering the Action Plan during the first year (CCAP Annual Report 2020-21) and the work programme for the second year of the Action Plan (CCAP Work Programme 2021-22).
 2. The Executive is recommended to note the contents of the report, the progress that has been made in delivering the Action Plan during the first year (CCAP Annual Report 2020-21) and the work programme for the second year of the Action Plan (CCAP Work Programme 2021-22).
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Wards Affected: All

Environmental Impact Assessment - the impact of the decisions proposed 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 CO ₂ emissions over the next 5 years.
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Our Manchester Strategy outcomes	Contribution to the strategy
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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 and Manchester Economic Recovery and Investment Plan.
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 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.

Full details are in the body of the report, along with any implications for

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

It is not expected that there will be any financial consequences to the Revenue budget that should arise from the content of this report. Any funds required to deliver the 2021-22 work programme have already been approved as additional funding requirements or as part of directorate budgets.

Financial Consequences – Capital

It is not expected that there will be any financial consequences to the Capital budget that should arise from the content of this report. Any funds required to deliver the 2021-22 work programme have already been approved as additional funding requirements or as part of directorate budgets.

Contact Officers:

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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 City Council Climate Emergency Declaration July 2019

Manchester Climate Change Framework 2020-25

1.0 Introduction

- 1.1. This is an annual report highlighting the progress made in delivering the Council's Climate Change Action Plan (CCAP) during its first year, April 2020 - March 2021, and a high-level summary of the work programme to be delivered within the second year of the Action Plan, April 2021 - March 2022.
- 1.2. The Annual Report for 2020-21 and the Work Programme for 2021-22 have both been reviewed by the Zero Carbon Coordination Group to ensure their accuracy and transparency. These documents will also be published in an accessible format on the Council's website.

2.0 Background

- 2.1. A five-year Climate Change Action Plan covering 2020-25 went live following approval at Executive in March 2020.
- 2.2. Updates have been considered by Strategic Management Team and Neighbourhoods & Environment Scrutiny Committee throughout the CCAP's first year, with a detailed progress report going to Neighbourhoods & Environment Scrutiny Committee on the 10th February this year. [Here](#) is a link to the meeting papers.
- 2.3. Following the establishment of the new Environment and Climate Change Scrutiny Committee, regular updates on delivery of the CCAP will be provided via the Quarterly Progress Reports, which have been scheduled into the Committee's work programme for the current year. The Quarter 1 (April – June) report for 2021-22 was presented to the Committee on 22nd July, [here](#) is a link to the meeting papers. Previous quarterly progress reports are also available on the Council's website and can be found [here](#).
- 2.4. The Annual Report brings together the CCAP updates provided over the last 12 months and highlights the progress which has been made during this time. As well as reporting on the progress made against each individual action within the Action Plan, the report also provides an update on the Council's direct carbon emissions during this period as estimated figures are reported during the year due to lags in billing and data monitoring. This updated analysis shows that, overall, the Council's direct emissions have reduced by 21% (-6,783 tonnes CO₂) compared to 2019-20 and against an annual target to reduce emissions by 13%.
- 2.5. For 2021-22, our carbon budget is 27,056 tonnes CO₂, 13% lower than for 2020-21. The Work Programme for 2021-22, outlines the key CCAP actions, or critical milestones within complex CCAP actions spanning multiple years, which are to be delivered during this period and these are listed under the five themes (Buildings & Energy, Transport & Travel, Reducing consumption based emissions, Climate adaptation, and Catalysing change).
- 2.6. The work programme takes account of a small number of actions that were delayed last year due to the pandemic and incorporates milestones for new projects, such as the Public Sector Decarbonisation Scheme, the Social Housing Decarbonisation

Fund and the 'In Our Nature' communities programme. None of these projects featured in the original CCAP 2020-25.

2.7. There is wider activity underway across the council that is not reflected within this plan including;

2.7.1. The Manchester Economic Recovery and Investment Plan, which has green recovery at its core and includes £289.4 million of zero carbon projects was launched during year one of the CCAP. Therefore, it is vital that the work programme is used as a live document, subject to amendments through the approval of change requests and additional activity added as a result of securing additional funds. Further information on the Manchester Economic Recovery and Investment Plan can be found at: [Powering Recovery: Manchester's Recovery and Investment Plan | Manchester City Council](#)

2.7.2. The Green & Blue Strategy, which has its own delivery Action Plan: [Green and blue infrastructure | Green and blue infrastructure | Manchester City Council](#)

3.0 Contributing to a Zero-Carbon City

3.1. 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.

4.0 Contributing to the Our Manchester Strategy

(a) A thriving and sustainable city

4.1. 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 and Manchester Economic Recovery and Investment Plan.

(b) A highly skilled city

4.2. 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.

(c) A progressive and equitable city

4.3. 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.

(d) A liveable and low carbon city

4.4. Becoming a zero carbon city can help to make the city a more attractive place for people to live, work, visit and study.

(e) A connected city

- 4.5. A zero carbon transport system would create a world class business environment to drive sustainable economic growth.

5.0 Key Policies and Considerations**(a) Equal Opportunities**

- 5.1. There are no equal opportunity issues to note that should arise from the content of this report.

(b) Risk Management

- 5.2. There are no risks or risk management issues to note that should arise from the content of this report. Risks identified in relation to delivery of the Climate Change Action Plan during its first year are detailed within the Annual Report 2020-21, these risks along with any new risks in relation to the work programme for 2021-22 will be monitored and reported on a quarterly basis as part of the Quarterly Progress Reports.

(c) Legal Considerations

- 5.3. There are no legal issues to note that should arise from the content of this report.

6.0 Appendices

Appendix 1 – CCAP Annual Report 2020-21

Appendix 2 – CCAP Work Programme 2021-22

Manchester City Council - Climate Change Action Plan 2020-25

Annual Report 2020-21

Introduction

This report provides an overview of progress made in delivering Manchester City Council's Climate Change Action Plan (CCAP) 2020-25.

All activity described in this report relates to the year April 2020 to March 2021, which is year one of the current five-year plan; however, emissions data is reported for the last twelve years (going back to 2009-10) to show the impact of decisions and actions taken before this period.

CO₂ Emissions

The Council reduced its direct CO₂ emissions by 54% in the ten years prior to 2020. The current CCAP has a target to reduce the Council's direct emissions by a further 50% over the five-year period of 2020-25.

The CCAP also sets a carbon budget of 119,988 tonnes of CO₂ for the five-year period of 2020-25, which has been calculated using science-based targets.

To stay within its carbon budget, and achieve the overall 50% reduction target, the Council must reduce its emissions by 13% every year, for five years.

The budget for the period of this report (2020-21) was 31,099 tonnes of direct CO₂ emissions. The Council emitted 25,501 tonnes of CO₂ which is 82% of the available budget, i.e. less than the maximum cap for the year.



31,099 tonnes CO₂ – Emissions **budget** 2020-21

25,501 tonnes CO₂ – Emissions **released** 2020-21

These emissions are associated with Council buildings, streetlights, waste collection, operational fleet and staff travel. Alongside the carbon savings created by a range of proactive measures (detailed throughout this report), additional savings were delivered by the decarbonisation of the national grid and by the changes in Council operations brought on by the COVID-19 pandemic.

Figure 1 shows the Council's emissions in 2020-21 were 21% lower than the previous year. The target is to reduce emissions by 13% each year.

In 2019-20 the reduction was 13.2% compared to the previous year and in 2018-19 the Council reduced its direct emissions by 21.3% compared to the previous year.

Figure 1: Percentage reduction in emissions relative to the previous year

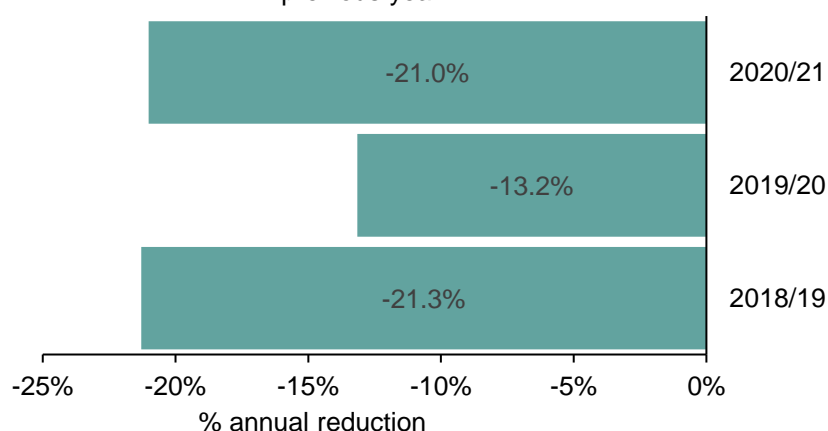
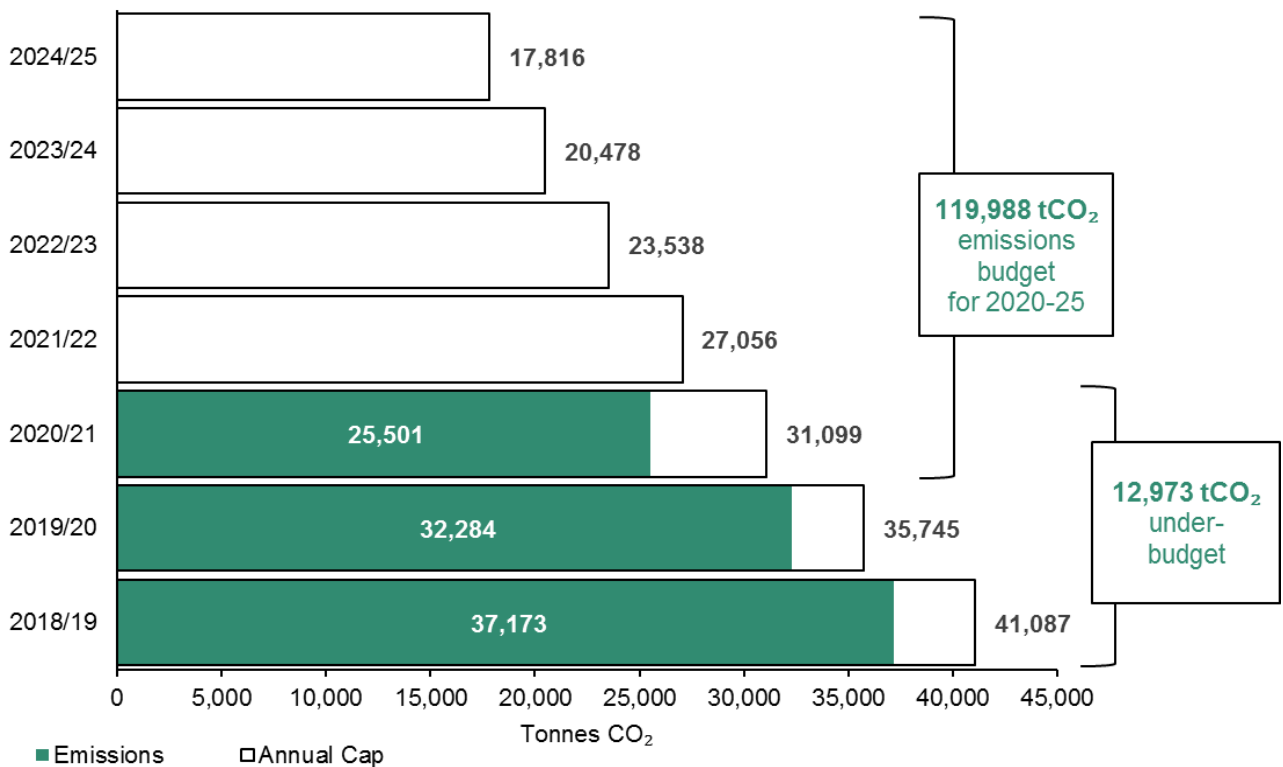


Figure 2 shows the carbon budget for each of the five years covered by the CCAP 2020-25, and the actual emissions for year one of the CCAP (2020-21). It also shows the carbon budget and actual emissions for the prior two years (2018-19 and 2019-20).

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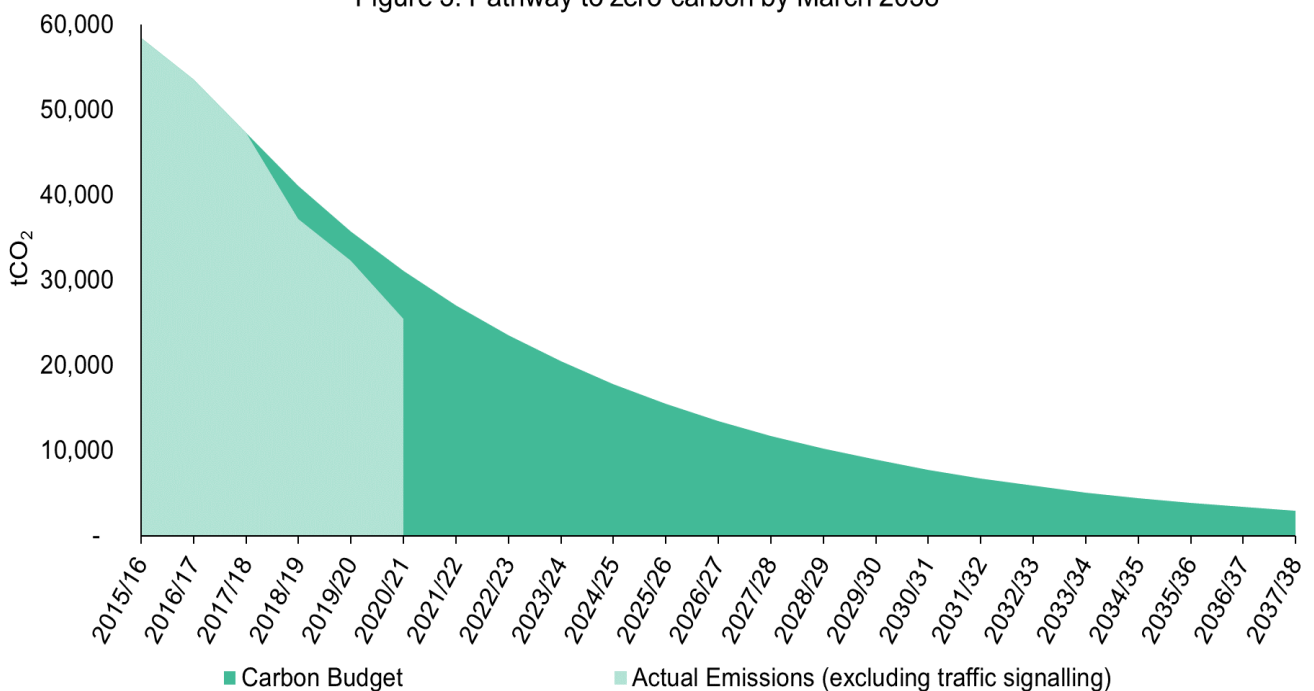
Between April 2018 and March 2021 (a three-year period) the Council’s direct emissions totalled 94,958 tonnes of CO₂, which is 12,973 tonnes, or 12%, under-budget.

Figure 2: Total Council emissions vs annual budgets



In addition to the targets for 2020-25, the Council has a target to reach zero carbon by 2038. This means reducing direct emissions by 95% by 2038 (compared to a 2015-16 baseline). The trajectory to this point is shown in Figure 3. The space below the curve is the carbon budget up to 2038.

Figure 3: Pathway to zero carbon by March 2038



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Actual emissions¹ for April 2015 to March 2021 can be seen within the budget curve in Figure 3, further illustrating that the Council's emissions are below the set carbon budget and are ahead of the target trajectory to date.

The Council's carbon budget extends beyond 2038 and covers the period 2018-19 to 2099-2100; the total budget is 316,048 tonnes of CO₂. The section of the budget shown in Figure 3 (from 2018-19 to 2037-38) is 296,547 tonnes.

As would be expected, most of the carbon budget is allocated to the start of the pathway to zero carbon, as this is the period when the greatest savings need to be made.

For example, the first three years of the budget (2018-19 to 2020-21) have been allocated 34.2% of the total. Against this target, the Council has used only 30% of the budget.

The seven years from 2018 to 2025 (encompassing the current five-year action plan) have been allocated 62% of the total carbon budget. Including the five years beyond that, up to 2030, the allocation rises to 81% of the budget. These figures clearly show that this current decade is the critical time for concerted action.

A breakdown of the Council's direct emissions in 2020-21 is shown in Figure 4.

Buildings are the most significant contributor to the Council's direct emissions (75%), followed by the waste collection fleet (12%) and streetlights (10%), all of which have been targeted for proactive change which is detailed later in this report.

The following charts show emissions for each of these five categories over the last twelve years, starting in 2009-10.

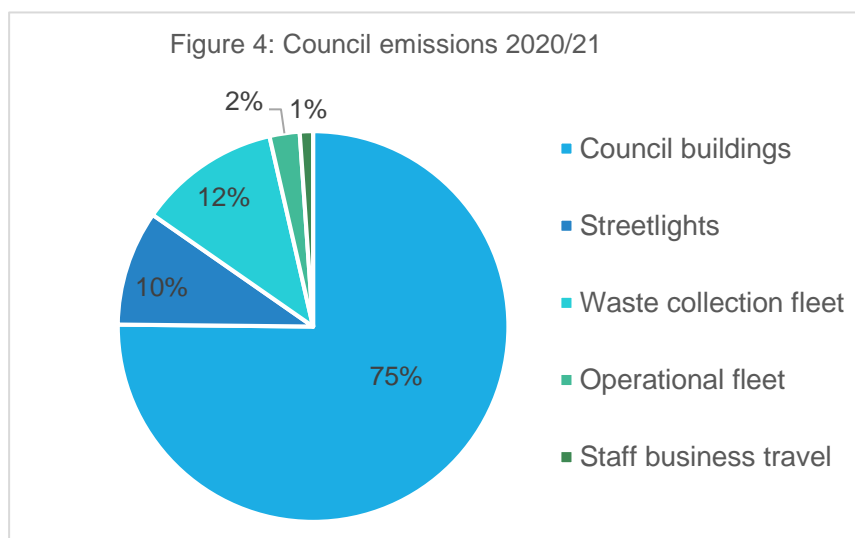


Figure 5 shows that emissions from energy use in Council buildings have steadily declined over the twelve years since 2009-10 and, at 19,166 tonnes of CO₂ in 2020-21, emissions are now 60% lower.

Looking at the data for 2020-21, the total energy used (kilowatt hours of gas, electricity and oil) is 16% lower than the year before (-17.2 million kWh) and the resultant CO₂ emissions are 20% lower than the year before (-4,904 tonnes of CO₂); the latter figure being higher due to the decarbonisation of the national grid.

The reductions in energy use have been driven by the proactive installation of energy efficiency measures and renewable energy generation capacity across the Council's estate, plus by the decarbonisation of the national grid and changes to building use during the pandemic.

¹ From April 2020, emissions from traffic signalling are reported by Transport for Greater Manchester and are not included within Manchester City Council's data. To enable comparability across years, these emissions have been removed from the data in this report from 2009-10 onwards. For transparency, the emissions from traffic signalling were 1,894 tonnes of CO₂ in 2009-10, 645 tonnes in 2015-16, and 364 tonnes in 2019/20, an 85.5% reduction over the period. If the emissions from traffic signalling were added back into this year's total Council emissions the value would increase by just 1.4%.

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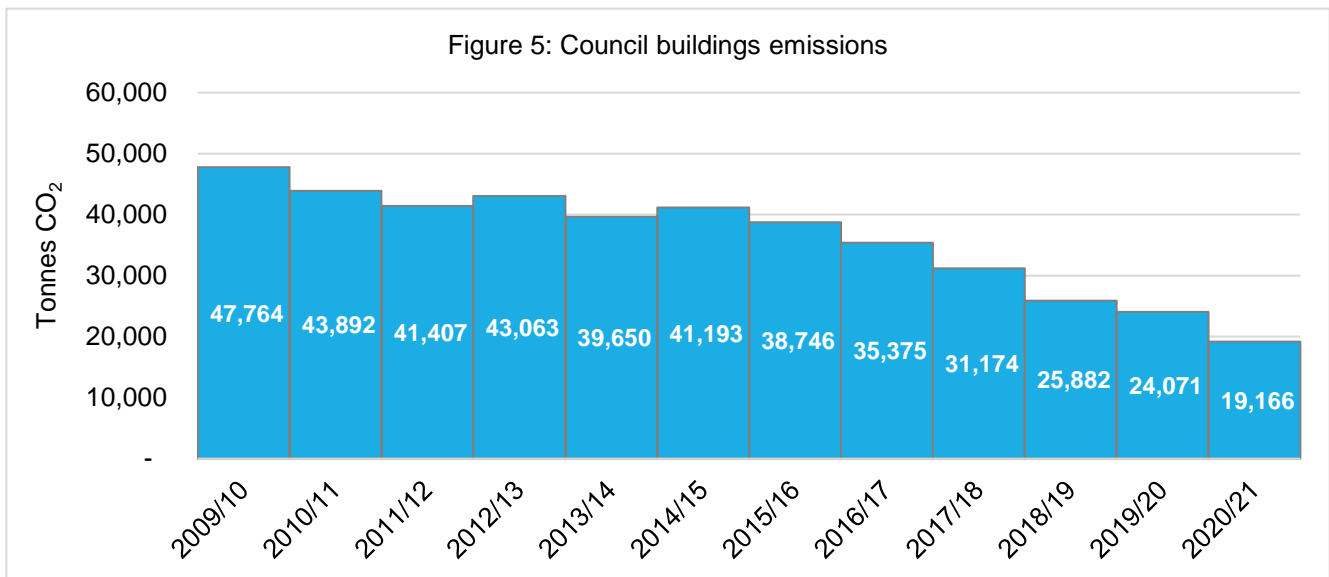


Figure 6 shows that emissions from streetlights have significantly reduced over the past three years due to the large-scale retrofitting of LED lightbulbs. At 2,429 tonnes CO₂ in 2020-21, emissions are 85% lower than in 2009-10. The streetlights replacement programme completed in 2020-21 and the full impact of this work will be seen in 2021-22.

The total energy used by streetlights (kilowatt hours of electricity) in 2020-21 was 26% lower than the previous year (-3.3 million kWh) and the resultant emissions are 32% lower (-1,150 tonnes CO₂), again the difference is due to the decarbonisation of the national grid.

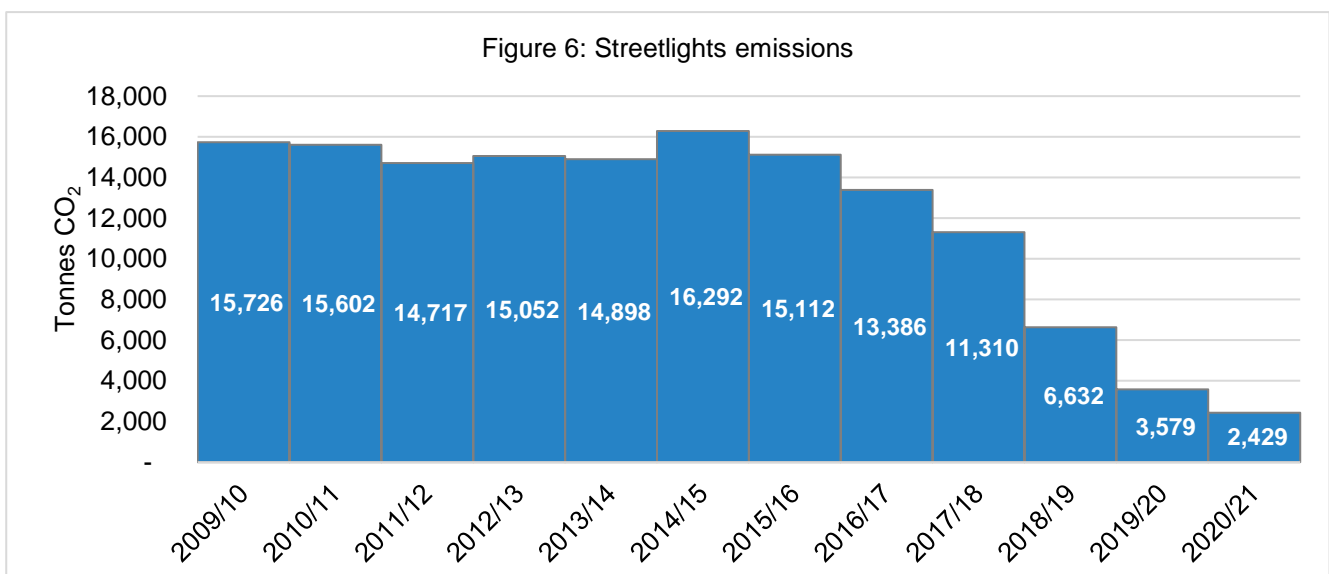


Figure 7 shows that emissions from the waste fleet have remained relatively consistent since Biffa began delivering the Council's household refuse collection and street cleansing services in 2015 (marked with an *asterisk in Figures 7 and 8).

As part of this change, 28 road sweepers and 40 refuse collection vehicles were transferred from the Council to Biffa and the emissions from this equipment transferred from operational fleet to waste collection. The changeover can be seen in both Figures 7 and 8.

At 2,991 tonnes of CO₂, emissions from the waste collection fleet in 2020-21 are 3% lower (-86 tonnes CO₂) than in the previous year (2019-20).

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The Council's £9.8million investment in new electric refuse collection vehicles (eRCVs) will convert 50% of the fleet to electric over the course of next year (2021-22) which will reduce emissions as the vehicles are received and deployed.

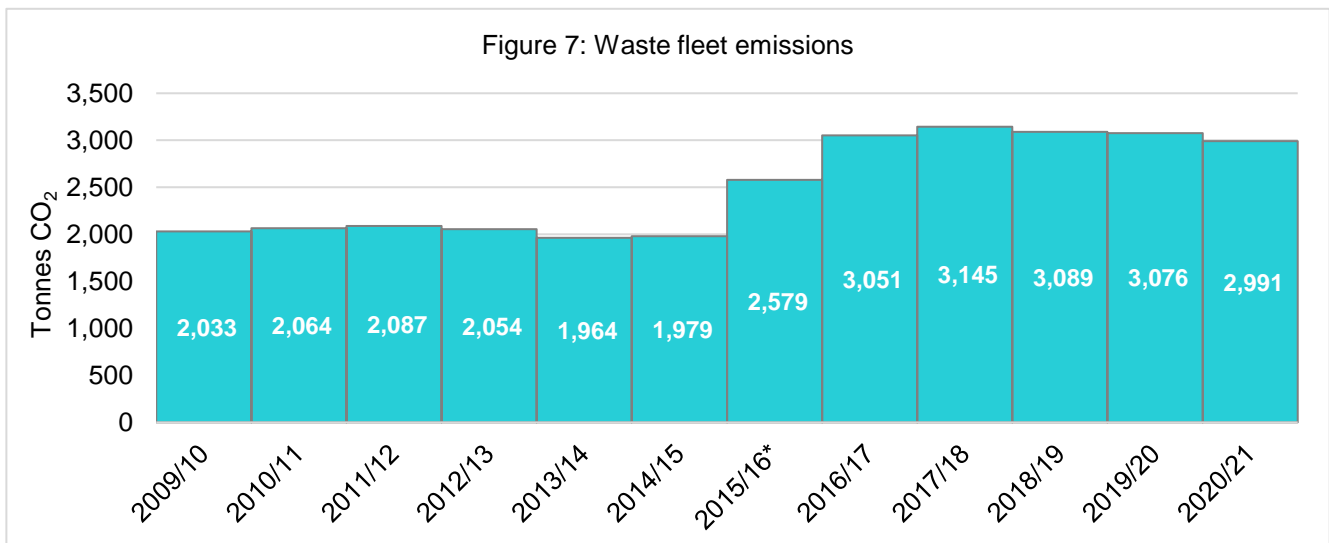


Figure 8 shows emissions from the Council's operational fleet have reduced by 78% over the last twelve years. In 2020-21 they were 20% lower (-162 tonnes of CO₂) than in the previous year (2019-20). Changes to operational activities caused by the COVID-19 pandemic contributed to this reduction alongside switching some fleet vehicles to electric.

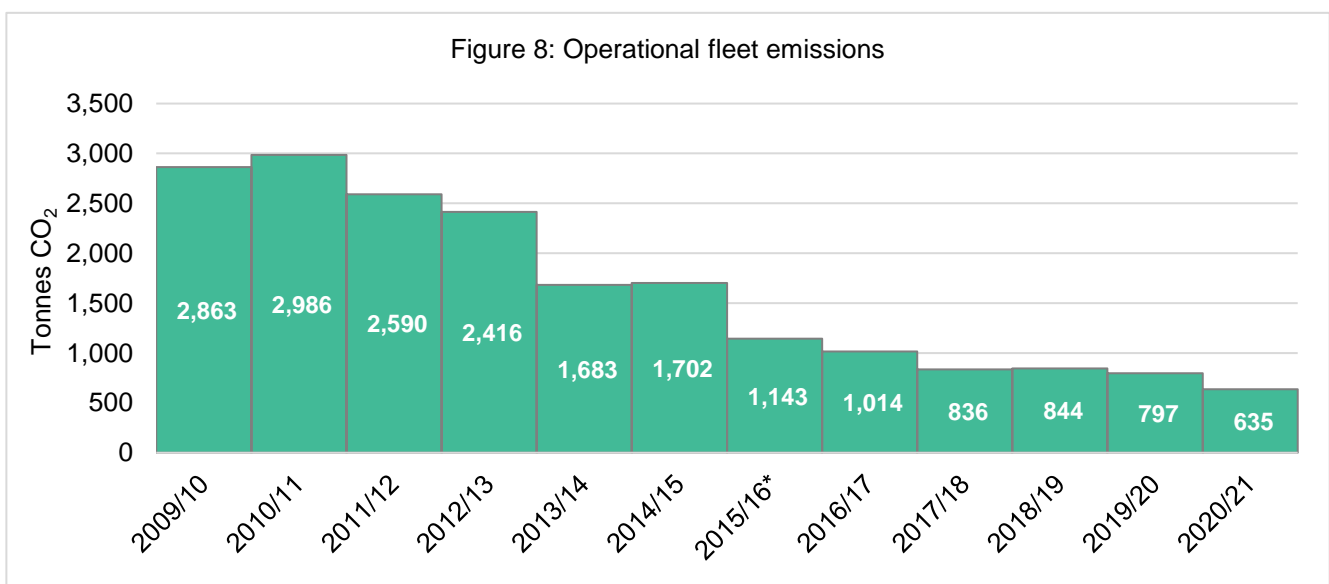


Figure 9 shows a 63% reduction in emissions from business travel in 2020-21 (-481 tonnes CO₂) compared to 2019-20. COVID-19 forced significant changes to working patterns which has contributed to this reduction, for example shifting from in-person to video conferencing for meetings.

The miles travelled by car (e.g. staff mileage in their own vehicles, taxis or car club) reduced by 52% compared to the previous year, and miles travelled by rail and air were down by 93% and 94% respectively. All air travel was undertaken by Social Services in relation to client work, such as health and safety foster carer assessments, which needed to be done face to face.

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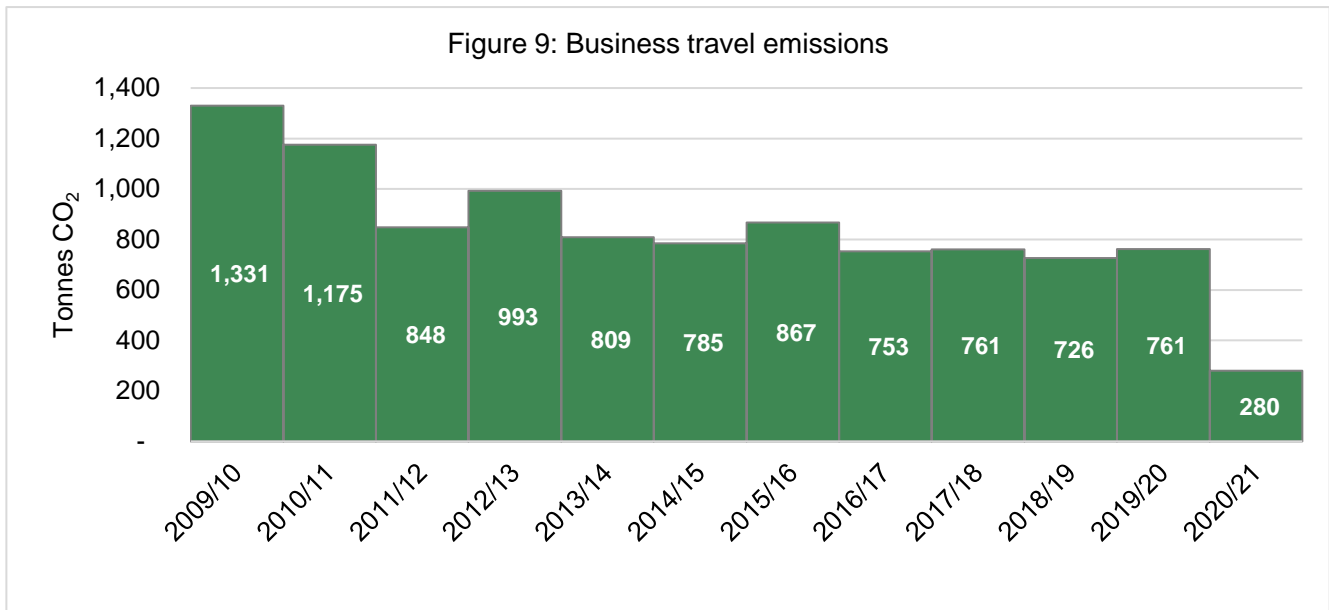
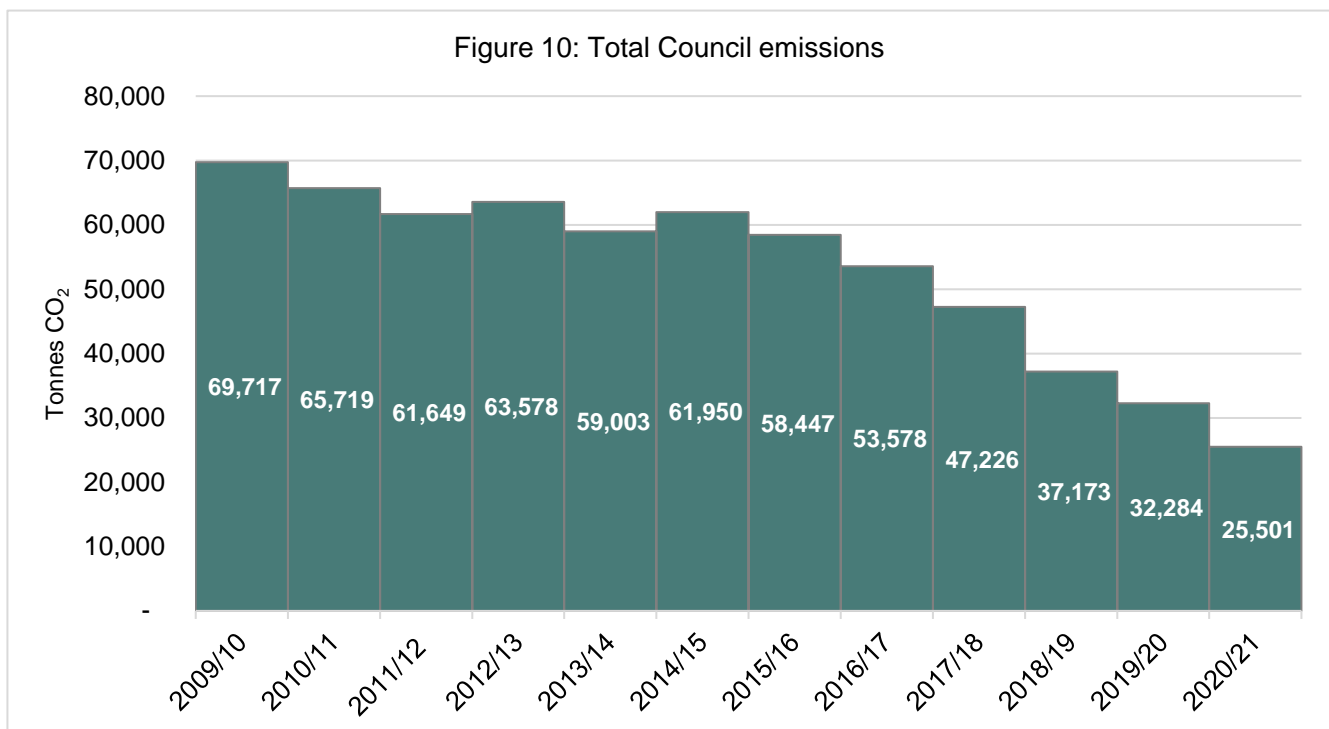


Figure 10 shows the Council's total emissions over the last twelve years and reflects the overall downward trends seen in Figures 5-9.

At 25,501 tonnes of CO₂, emissions in 2020-21 were 21% lower (-6,783 tonnes CO₂) than in the previous year (2019-20), and 63% lower than in 2009-10.²



² A detailed review of emissions data for 2009-10 to 2017-18 took place in April 2021 which resulted in a few minor amendments being made to increase the accuracy of reporting. The impact of these amendments is that the Council's emissions reduced by 1,265 tonnes of CO₂ over this twelve-year period, equivalent to a -0.23% change.

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Headlines:**Key Achievements:**

- A £6.3m capital investment has been made into the Council's estate to implement energy efficiency measures over a 2-year period (April 2020 – March 2022) which, once fully operational, will save 1,300 tonnes of CO₂ per annum.
- £19.1m was secured from the Public Sector Decarbonisation Scheme (PSDS) to support further measures to drive energy savings, decarbonise heat and increase renewable energy generation capacity in 12 Council buildings. It is targeting to save 1,800 tonnes of CO₂ a year.
- A hydrogen boiler has been installed at Gorton Library to pilot this as an alternative to gas.
- A new Manchester Low Carbon Build Standard was developed to reduce the carbon impact of new-build developments and retrofit projects delivered by the Council.
- A feasibility study on the potential for large-scale renewable energy generation was delivered.
- A three-year programme to retrofit Manchester's streetlights with LED lightbulbs completed.
- 2km of district heat transmission network has been installed for the Civic Quarter Heat Network (pipes, power and communication cables) along with the Tower of Light.
- £7.8m funding was secured from the Social Housing Demonstrator Fund, to retrofit hard-to-treat concrete construction homes in Beswick, in partnership with One Manchester.
- £9.8m investment was made into decarbonising waste collection and improving air quality by purchasing 27 Electric Refuse Collection Vehicles to replace 50% of the waste fleet.
- The first of the Greater Manchester Mayor's Challenge Fund walking and cycling routes was completed in Manchester - improvements to the Princess Road and Medlock Street roundabout create a safer environment for cyclists and pedestrians.
- The Council is one of the first local authorities to introduce an additional 10% environmental weighting in its procurement processes, helping to reduce our consumption-based emissions.
- The Council pledged to be single-use-plastic free by 2024, in line with the Plastic Free Greater Manchester Pledge.
- 74 city centre traders at the Arndale and Church St markets have committed to use consumables that are recyclable, compostable and biodegradable as part of their licensing agreements. 21 caterers across the City's parks have also committed to reducing and eliminating single use plastics.
- The LED Christmas motifs used in 2020 as street decorations were recyclable, derived from sugar cane and recycled aluminium.
- The Council planted over 1,000 trees, over 1,100 small hedge trees and 4 community orchards. The City of Trees received £2m DEFRA funds for new woodland planting across Greater Manchester.
- The 'sponge park' at West Gorton opened, creating a new community park that showcases nature-based solutions to climate change adaption needs. The natural flood alleviation measures were tested by Storm Christoph and proved effective at diverting excess rainwater into swales.
- The Carbon Literacy Project awarded "Sliver" status to the Council's carbon literacy initiative.
- Over 300 residents across 32 wards attended community events focused on climate action.

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- £52k from the Council's Neighbourhood Investment Fund programme has been directed towards 41 climate action projects.
- The Council organised the second Youth Climate Change Action Summit, held at Manchester Central Convention Complex.
- £1.1m has been secured by Manchester Climate Change Agency (MCCA) and its partners to support community-led climate events and a climate resilience project.
- Manchester was among the first cities to join the international City Business Climate Alliance initiative, a programme supporting business collaboration on climate action.
- An Economic Recovery and Investment Plan, setting out Manchester's commitment to a green, zero-carbon and climate-resilient recovery was developed as part of the city's response to COVID-19.

Risks and Issues:

- PSDS funded works were contracted to complete by September 2021 and this extremely short timeframe presented significant challenges for the Council as well as the supply chain (£1bn of PSDS funds being deployed nationally). Government have since extended the delivery period to March 2022 and markedly de-risked the programme.
- The Green Homes Grant Local Authority Delivery scheme faced several challenges including securing contractors, engaging owner-occupiers willing to consider new technologies and gaining access to homes during the COVID-19 pandemic. A request for an extension was unsuccessful so the programme has since been closed and the fund returned to government.
- The COVID-19 pandemic and a competitive job market led to challenges in filling new posts at Manchester Climate Change Agency. Recruitment has since been successful, and several key posts have been filled.
- COVID-19 has impacted on almost all aspects of delivering the Council's Climate Change Action Plan in 2020-21. Despite the challenges, significant progress has been possible in many areas, however, some delays will impact on when some carbon savings are realised. A review of when these savings are expected to be implemented is underway with the aim to ensure the Council remains on track with its targeted carbon savings and stays within the available carbon budget.
- Whilst accurate data is not yet available for the wider city's emissions (there is a lag in reporting from national government given the complexity of collating and assigning actual emissions to a local level), it is broadly understood that Manchester as a whole is not yet decarbonising at the required rate. The Council's action plan recognises the role that local government plays in enabling and influencing the city's residents and businesses to play their full part in achieving zero carbon, and will continue to work with partners across the city, city region and nationally, to support an increased level of activity to decarbonise in line with our science based targets.

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Progress Report by Workstream:

Buildings and Energy (Workstream 1):

Action 1.1 Carbon Reduction in Council Estate

The Estates Carbon Reduction Programme is a large-scale programme of energy efficiency improvements and renewable energy installations. Phase 1 of the programme covers eleven buildings within the Council's estate and was due to be completed by March 2021; however, the COVID-19 pandemic has created a number of delays (including one building being converted into a vaccination centre) and so the work will now complete in 2021-22.

£6.3m capital investment.

£700k savings each year via reduced operating costs.

9-year payback period.

2.5MW of renewable energy generating capacity installed.

9,000 LED light fittings

1,300 tonnes of CO₂ savings pa

Building	Annual Savings (tCO ₂)
Wythenshawe Forum	297
Town Hall Extension	169
East Manchester Leisure Centre	101
The Sharp Project	295
Space Project	112
Hough End Leisure Centre	74
Arcadia Sports Centre	59
Moss Side Leisure Centre	23
North City Family and Fitness Centre	50
Belle Vue Sport Centre	123
Manchester Tennis and Football Centre	23
Total	1326



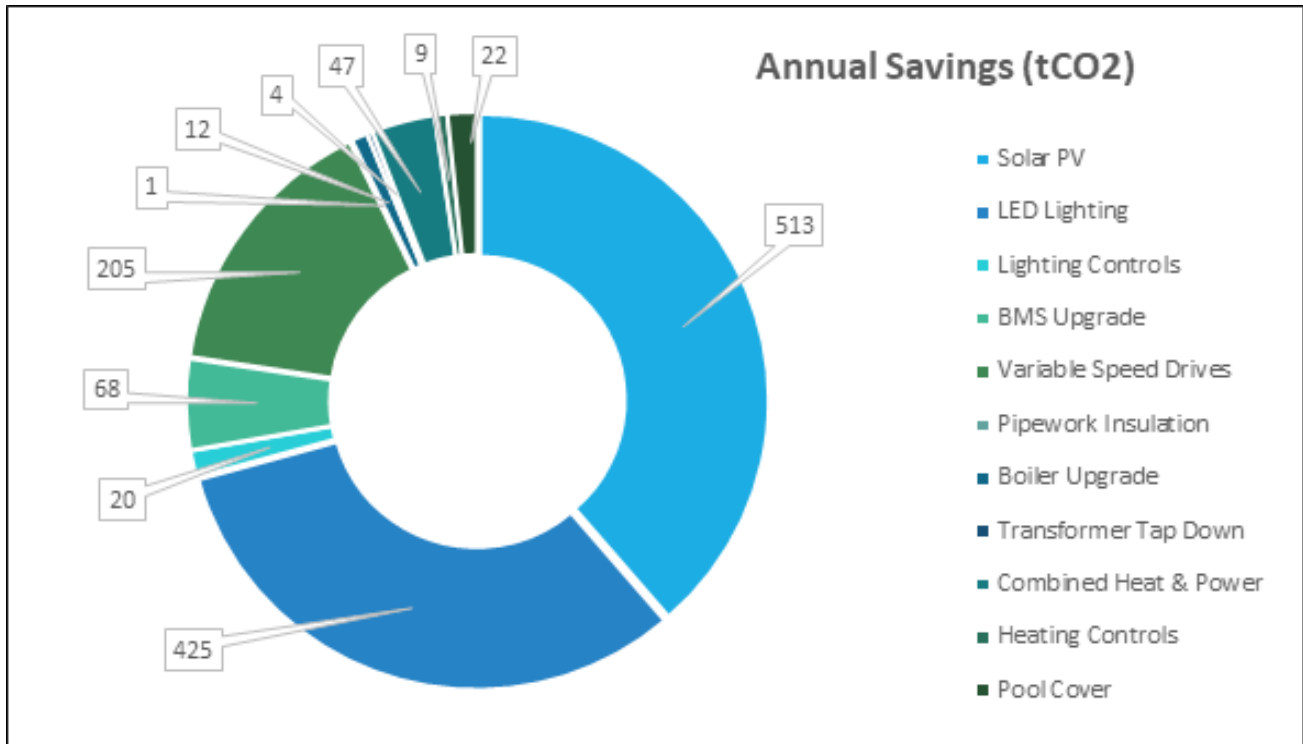
Following energy audits, a range of different measures are being installed across these buildings, including LED light fittings, building management systems, pipework insulation and a pool cover. Nine buildings are being equipped with renewable energy generation capacity installed via solar photovoltaics (PV) on their roofs. To date, measures implemented are saving 896 tonnes of CO₂ per year and, once complete, will save over 1,300 tonnes of CO₂



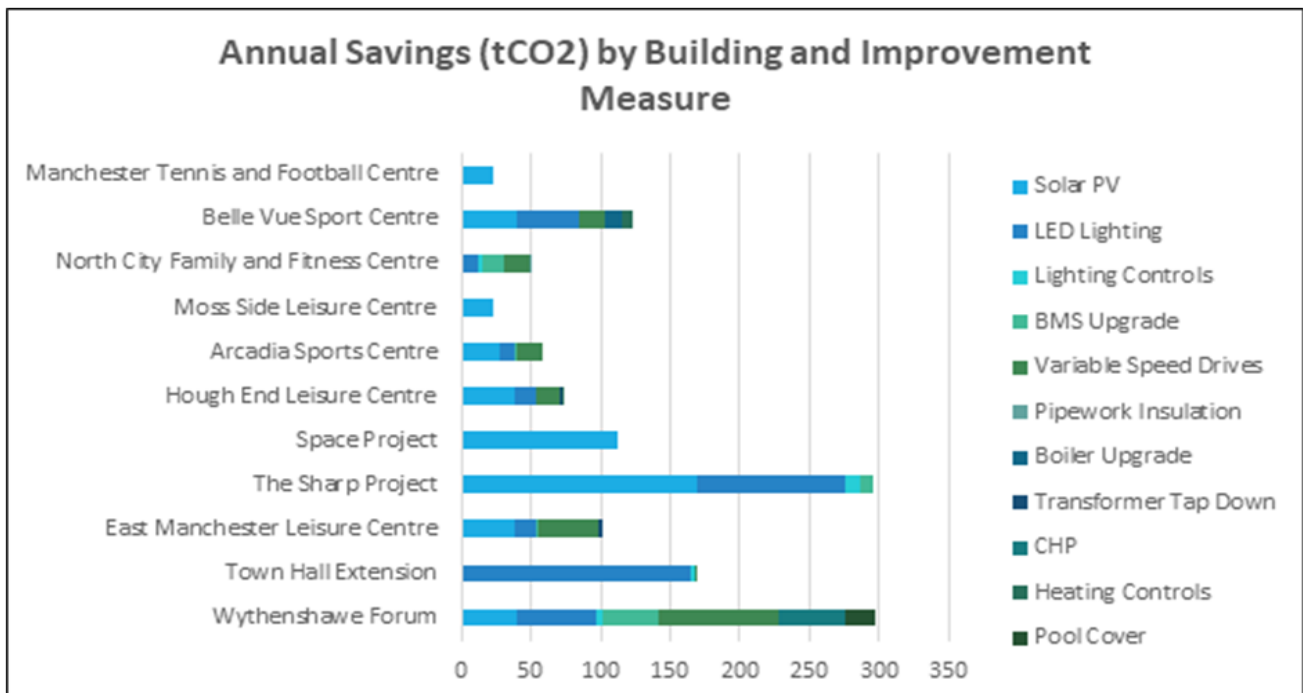
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The graph below shows the tonnes of CO₂ savings each type of improvement measure installed, or being installed, across the Council's estate is targeted generate each year. Solar PV and LED lighting are responsible for around two-thirds of the total annual carbon savings.



The graph below shows the distribution of energy saving technologies and potential carbon savings across the eleven buildings.



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In March 2021, the Council secured **£19.1m** of Public Sector Decarbonisation Scheme funding, as part of a Greater Manchester consortium bid, to support additional work to the estate. Focused on decarbonising heat, the funding supports additional energy efficiency and renewable energy installations in 12 Council buildings, including the Aquatics Centre.

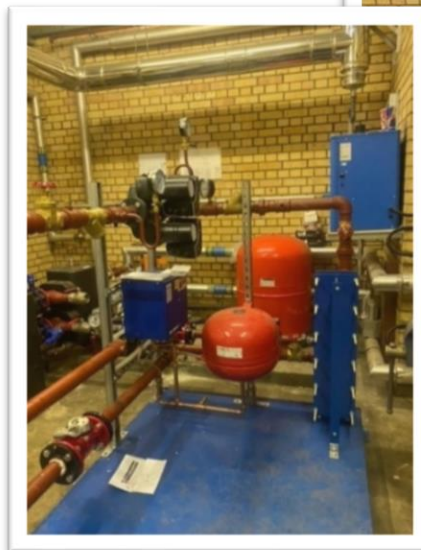
The work will complete by March 2022 and is targeting to save **1,800 tonnes of CO₂**.

A further **415 tonnes of CO₂** annual savings will be generated as part of a £5m European Regional Development Fund (ERDF) project, Unlocking Clean Energy in Greater Manchester. This is funding solar PV on roofs, solar car ports and battery storage at the National Cycling Centre (in 2021-22) and Hammerstone Road depot (in 2022-23). The works are part of a wider project which includes the Energy Systems Catapult developing innovative business models to support the rollout of renewable energy in the future.

At Gorton Library, the Council is piloting a novel heating and hot water technology with HydroZero - a UK company.

Traditional approaches to reducing or removing gas can be costly, requiring significant changes to a building's fabric and heat distribution system.

The pilot uses hydrogen and plasma to produce heat via an electrochemical reaction and has significant potential to provide a viable alternative to gas. A full years' worth of data will allow for monitoring of cost and carbon savings.



In the Old Town Hall, a **40%** energy reduction, and up to **25%** carbon saving (against 2009 usage), is being delivered as part of the major refurbishment programme. Re-occupation is due in 2024. The measures include:

- Insulating the roof and all heating pipework
- Removing and repairing windows to reduce air leakage
- Connecting to the CQHN and replacing the heating system
- Using natural ventilation to reduce cooling requirements
- Fitting LEDs throughout including heritage luminaires and external lighting
- Installing a new building management system with zone controls

Work continues seeking additional funding to support increased activity.

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Action 1.2 Manchester Low Carbon Build Standard

To reduce the carbon impact of new-build developments and retrofit projects delivered by the Council, a Manchester Low Carbon Build Standard has been developed. It is aligned to best practice guidance from the Building Research Establishment and the Royal Institute of British Architects and was endorsed by the Manchester Climate Change Partnership in December 2020.

The new standard has been rolled out across the Council's Capital Programmes and metrics have been agreed for inclusion in future capital business cases from 2021. A process is being developed to ensure it stays current along with a programme of training for internal staff. The standard has been shared with external partners interested in driving forward sustainable construction including the North West Construction Hub Board and the National Association of Construction Frameworks.

Action 1.3 Building and Energy Strategy

The Building and Energy Strategy sets out the Council's approach to reducing carbon emissions across the operational estate, including the procurement of green energy, the generation of renewable energy, and infrastructure to support the wider take-up of electric vehicles. It informs the ongoing retrofit of the Council's estate to reduce carbon emissions. This action is being combined with the outcomes for Action 1.4.

Action 1.4 Large Scale Renewable Energy Generation

A feasibility study on the potential for large-scale renewable energy generation schemes, including solar PV, onshore or offshore wind, to support the Council's transition to zero carbon was delivered. The objective of the study was to identify options to save:

7,000 tonnes of CO₂ per year by 2025.

The study assesses options to deploy renewables at scale on Council buildings and land, on assets owned by third parties and via different business models. The key findings set out two main options: invest directly in a large-scale solar generation scheme or enter into a Power Purchase Agreement (PPA) with an energy provider to purchase the energy directly from such a scheme. The financial risk and carbon impacts of each option are being considered in detail and will be shared with the Environment and Climate Change Scrutiny Committee and Executive in 2021-22.

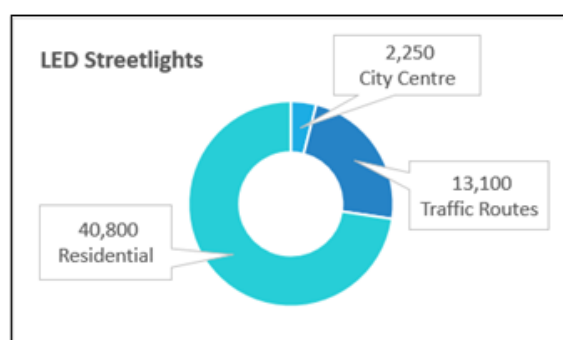
Action 1.5 LED Streetlights

In September 2020 a three-year programme to retrofit Manchester's streetlights with LEDs was completed.

56,000 lamps replaced

70% less energy consumed

5,000 tonnes of CO₂ saved



Action 1.6 Civic Quarter Heat Network

The Civic Quarter Heat Network will initially serve seven city centre buildings with the potential to connect more in the future.

The **£24m** project includes a 3.3MW Combined Heat & Power (CHP) unit which will initially run on gas, a proportion of which will be 'green gas' with the potential to introduce hydrogen into the mix in future to further reduce carbon emissions.

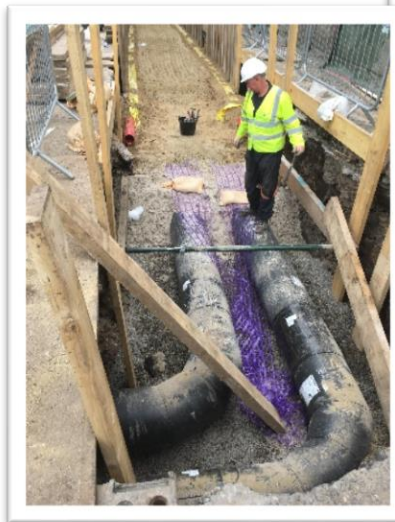
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2km of district heating transmission network has been installed (pipes, power and communication cables). The network has an expected operational life in excess of 50 years.

The Tower of Light is complete and in-building final connections for heat and power were carried out in February and March 2021.

There have been some delays due to COVID-19, including the use of the Manchester Convention Centre as the Nightingale Centre. Commissioning of the energy centre (the centralised boiler plant) is in progress and energy generation will start in February 2022.



Action 1.7 Housing Stock Condition Survey

Using the Northwards Housing Zero Carbon Study Report, published by Savills, an estimate has been calculated for the average cost of low carbon retrofits to social housing (£25,600 per dwelling). These figures were extrapolated to estimate the cost of retrofitting owner-occupier and private-rented sector housing; this figure is estimated between £16,000 and £39,000 per dwelling. Greater Manchester Combined Authority (GMCA) also carried out a detailed study of housing stock condition across Greater Manchester. Both these findings will be incorporated into future planning.

Action 1.8 Energy Efficient Housing

The Social Housing Demonstrator Fund and One Manchester will provide **£7.8m** to retrofit in the region of **156** hard-to-treat concrete construction homes at Grey Mare Lane, Beswick. **96** dwellings in the social-rented sector are scheduled for a full retrofit and around 60 private dwellings will receive a partial retrofit to deliver consistent "kerb appeal". The indications for a 2-bed end terrace are an increase in the EPC rating from E to C and a reduction in energy costs from £1,529 to £838.

The Council is developing 2 new-build schemes: **77** dwellings at Russell Road (the site of Spire Hospital) in Whalley Range will be BREEAM 'very good' as a minimum, and **68** dwellings at Silk Street in Newton Heath will include measures such as ground source heat pumps, air source heat pumps, green roofs, green walls and electrical vehicle charging.

£500k funding was secured from the Green Homes Grant Local Authority Delivery Scheme Phase 1a, with ambition to use the grant to improve 42 dwellings with an Energy Performance Certificate rating of D or below. Due to significant challenges in delivery, e.g. securing contractors, engaging owner-occupiers willing to consider new technologies and gaining access to homes during a pandemic, and national government not allowing an extension to provide more time to resolve these challenges, the programme has been closed and the £500k funding returned.

Action 1.9 Energy Efficiency in Commercial and Non-Domestic Buildings

One of the ways in which the Council is using its direct influence to support external partner organisations is by ensuring that the benefits of transitioning to zero carbon are clearly outlined in the provision of loan funding and the commissioning of services.

For example, the Council supported the Learning, Training, Employment (LTE) Group and Manchester College with a loan towards the delivery of their carbon reduction estate strategies. Several design features have been implemented to reduce carbon emissions including the application

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of BREEAM standards to achieve an 'Excellent' rating, an EPC rating of A and the reduction of operational costs through sustainable design.

Similarly, where senior Council leaders have roles as directors on various boards and partnerships, influence is used to ensure that investment decisions and development of strategies are aligned to the Council's Climate Change Action Plan and the Manchester Climate Change Framework.

Action 1.10 A Local Energy Plan for Manchester

The Greater Manchester Local Energy Plan project is a 2-year project designed to develop Local Area Energy Master Plans identifying potential locations for energy assets and to support energy innovation.

£6m Innovate UK grant was secured by GMCA and includes specialist expertise from the Energy Systems Catapult. Manchester City Council is one of 11 partners and a draft plan for Manchester is expected before the end of 2021.



**GREATER
MANCHESTER
LOCAL ENERGY
MARKET**
DOING THINGS DIFFERENTLY FOR THE ENVIRONMENT

Action 1.11 Leasing or Disposing of Council Land and Buildings

The Council's Development Team is creating a way to assess the carbon impact of land and asset disposal. It is looking at the impact of asset disposal on a wide range of related issues, e.g. capital receipts, achieving best value, links to the delivery of other policies, and the impact on procurement and state aid. It will look at thresholds for transactions, the skills and resource needed and ways to measure impact.

Action 1.12 A New Manchester Local Plan

Consultations on key issues in the new Local Plan for Manchester took place during 2020 and included the target to achieve a zero carbon Manchester by 2038. Feedback from individuals, businesses and other organisations confirmed zero carbon is an important issue.

The next stage will be to develop a draft and include key policy options with a preferred policy approach. The current Core Strategy (Manchester's adopted Local Plan) includes a suite of policies (EN4 to EN8) that guide development towards zero carbon. The task is to consider where these policies need to be revised in the light of new evidence and understanding of the pace of change needed to meet the CCAP targets.

- Policy EN4 - Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development
- Policy EN5 - Strategic Areas for low and zero carbon decentralised energy infrastructure
- Policy EN6 - Target Framework for CO₂ reductions from low or zero carbon energy supplies
- Policy EN7 - Energy Infrastructure opportunities
- Policy EN8 - Adaptation to Climate Change

Action 1.13 Partnership Work with Experts on Buildings

Numerous actions have been taking place to develop partnership working with local and national experts. In October 2020, a 'partnership mapping' exercise took place within the Council's City Policy and Corporate Estates teams.

The Council continues to contribute to, and drawn expertise from, the North West Construction Hub, the National Association of Construction Frameworks and the Cambridge Centre for Smart Innovation and Construction, along with Highways England and the Environment Agency.

Capital Programmes are working with Wilmot Dixon to identify key performance indicators to be used by all framework contractors as part of a national trial. The Manchester Low Carbon Build Standard has been shared with the Core Cities Low Carbon group and further discussions are planned to support development of a Greater Manchester Low Carbon Standard for buildings.

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Travel and Transport (Workstream 2):

Action 2.1 Decarbonise Waste Collection

The Council has made a **£9.8m** investment into decarbonising its waste collection and improving air quality by purchasing:

27 electric refuse collection vehicles from a North West company to replace **50%** of the waste fleet.

The first vehicles arrived in March 2021 but the schedule for further receipts has been delayed due to manufacturing issues resulting from COVID-19 so full operation will be the end of 2021.



Once operational, these trucks will save **900 tonnes of CO₂ per year**

In readiness for their arrival, electrical charging infrastructure has been installed at Hooper Street and Longley Lane depots. Technical issues resulted in delays at Hammerstone Road but these have been resolved.

A competition was held to name the vehicles with over 600 entries. The winning names were Sparkus Trashford, Usain Volt, Trashiena, Bin Diesel and Binspiral Carpets.

This video shows one of the trucks: <https://vimeo.com/tinkertaylor/review/514214729/32016bf284>

Action 2.2 Decarbonise Operational Fleet

The Council's operational fleet is made up of ~ 225 vehicles. Work began several years ago to move away from traditional fuels. Of the current fleet, 20 have EV equivalents and can be changed

(numbers fluctuate as leases expire/renew). Up to the end of 2020-21, 16 diesel vans and four cars (1 electric and 3 hybrid) have been replaced.

Charging infrastructure was installed at Hooper Street depot for use by the Council's facilities teams and security contractors, Engie and Mitie in June 2020. Further analysis is underway to assess the potential for more charging infrastructure.



Action 2.3 Sustainable Travel Policy

The sustainable travel policy is an opportunity to build on some of the positive changes to behaviour which have emerged during 2020. This includes promoting cycling, walking and public transport, and reducing the need to travel by using technology, for example video conferencing. The policy will link to the Council's Future Ways of Working initiative. Work on the policy has been delayed as a result of

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HROD staff supporting the COVID-19 response. A responsible officer was appointed in February 2021, with an April start date. The policy is scheduled to be adopted in September 2021.

Action 2.4 Walking and Cycling

£13.4m from the Greater Manchester Mayor's Challenge Fund supported delivery of the Chorlton to Manchester city centre cycle route, which includes the UK's first 'Cycle Optimised Protected Signals' or CYCLOPS junction at Royce Road, Hulme, which opened in July 2020 and won a Brake's Vision Zero Leaders Local Roads Innovation Award 2020.

<https://www.youtube.com/watch?v=IQOVwUzJoto&feature=youtu.be>



The Princess Road and Medlock Street roundabout was the first of the Mayor's Challenge Fund's walking and cycling route schemes to be completed. It creates a safer environment for both cyclists and pedestrians.

Also from the Greater Manchester Mayor's Challenge Fund:

£11.5m is being invested in the **Northern Quarter Cycleway** to create a walking and cycling route from Manchester Piccadilly Station to Victoria Station.

£774k of funding for a neighbourhood's trial in **Levenshulme** and **Burnage** to reduce the number of vehicle journeys and improve air quality. A six-month trial began in January 2021 creating filters, such as planters and other infrastructure, to reduce traffic whilst still maintaining essential access. The intention is to encourage people to walk and cycle for their local journeys.

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£5.5m of funding from the Government Active Travel Fund will be invested into two projects which promote sustainable forms of transport and prioritise walking, wheelchair access and all forms of cycling.

£4m of which will fund the **City Centre Triangle** to improve cycling and walking links between the city centre's three main train stations; Deansgate, Piccadilly and Victoria.

£1.5m will fund cycling and walking improvements between **Wythenshawe** town centre, Wythenshawe Hospital and the city centre.

In **Harpurhey**, proposals have been brought forward for 11 new or improved road crossings to make active travel into the centre of Harpurhey by bike or on foot safer and more convenient. A consultation was carried out in October 2020 to ensure local residents had the opportunity to give their views.

Action 2.5 Strategic Transport Infrastructure

The Greater Manchester Combined Authority has formally adopted the Greater Manchester 2040 strategy and five-year delivery plan (2021-2026).

The strategy will support Manchester modal shift to more sustainable transport, with a 'Right-Mix' vision for all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040.

Action 2.6 City Centre Transport Strategy

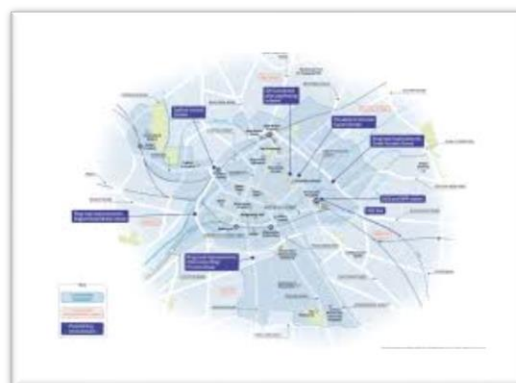
The draft City Centre Transport Strategy has been developed in partnership with TfGM and Salford City Council.

It outlines plans for future city centre transport and builds on input from residents, commuters, businesses, visitors, transport operators and other stakeholders through to 2040. The strategy reflects both existing transport

challenges and future aspirations and includes ambitious plans for the city centre to

improve air quality, increase the amount of quality public space and prioritise walking, cycling and public transport. The headline target is for 90% of morning peak trips to the city centre to be by public transport and active travel by 2040.

The proposals are grouped thematically: Our Bus, Our Metrolink, Our Rail, Our Streets and Our Integrated Network. The strategy includes a commitment to build on the street closures instigated during COVID-19.



Action 2.7 Aviation Emissions

Manchester Airport Group has joined Manchester Climate Change Partnership as a formal partner. The plan is for 6-monthly senior-level meetings to progress the aviation actions in the Climate Change Framework. Manchester Airport Group are also a member of UK Government Jet Zero Council, a partnership between industry and government to drive the delivery of new technologies and innovative ways to address aviation emissions.

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Action 2.8 Sustainable Travel Incentives

Travelling to work has been significantly affected by COVID-19 for many Council officers. Increasing the number of staff that travel to work by sustainable modes of transport remains a priority and is being reviewed in conjunction with the development of a Sustainable Travel Policy (Action 2.3).

A range of incentives and support is being considered, including salary sacrifice schemes for bus, tram and rail tickets. Positive behaviour changes that have been instigated and reducing the need to travel, e.g. using video conferencing as an alternative to travel, are also being considered.

The Cycle to Work scheme received 177 applications, 166 of which were redeemed by the end of March 2021.

Reducing Consumption-based Emissions (Workstream 3):

Action 3.1 Sustainable Procurement

In 2020, the Council became the first local authority to trial the inclusion of an additional **10% environmental weighting** within procurement to help reduce the carbon footprint of our consumption-based emissions.

Five procurement exercises covering highways and external advertising were included in the trial (some of these were for framework contracts involving multiple suppliers). **£22m** is the estimated total annual value of these contracts. Examples of the positive environmental behaviours elicited by the additional 10% weighting include successful bidders:

- Setting carbon reduction targets for their organisation, including working to be net zero carbon by 2030
- Monitoring the carbon emissions related to delivery of the contracted service, using credible tools such as the Carbon Trust's SME emissions tool
- Reducing carbon emissions from highways surface treatment by 10% per year between 2020-22

In March 2021, the roll out of the environmental weighting was approved by Resources and Governance Scrutiny Committee and Executive.

Opportunities continue to be identified for testing the 10% environmental weighting within new tenders such as the recent contract for the maintenance of Northwards Housing. The winning bidder demonstrated it had a raft of environmental and carbon reduction measures already in place and also made further commitments for the contract, including:

- to deliver year-on-year reductions in carbon emissions
- to recycle at least 90% of waste
- to not use diesel vehicles for the contract
- and to support households in fuel poverty

Action 3.2 Tyndall Centre Report

The work outlined above in Action 3.1 will support an extension of this activity to reduce the Council's indirect emissions and work is currently underway to estimate the carbon impact of different categories of procurement to support a prioritised approach to updating specifications, evaluation questions and monitoring.

Within the existing social value protocols, the environmental questions have been updated to reflect the findings of the Tyndall Centre report on consumption-based emissions.

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The Carbon Literacy training, which draws on the Tyndall Centre and related research, has been delivered to the Council's Integrated Commissioning and Procurement team to help them implement improvements to drive down indirect emissions.

Action 3.3 Single Use Plastics (MCC Operational Estates & Markets)

The Council has committed to be **Single Use Plastic free by 2024** in line with the Plastic Free Greater Manchester Pledge. In support of this, Operational Estates have implemented the following changes across the estate including the cafes in City and Central Libraries:

- Issuing paper straws rather than plastic
- Issuing corn starch cutlery instead of plastic
- Using biodegradable card serving boxes for food
- Ensuring all cleaning chemicals are cradle to grave sustainable products
- Refilling workstation cleaning sprays from concentrate
- Avoiding plastic wrapping on products from cleaning material suppliers

Whilst the majority of **Manchester Markets** were closed due to COVID-19, work has been underway to review contractual arrangements to help eliminate single use plastics and to improve efficiencies around refuse collection across the city centre sites to increase recycling rates and reduce general waste.

Options are now being explored to see what energy efficiency measures can be considered to improve the efficiencies of the pop-up markets and events in the city centre.

Additional positive environmental impacts have been delivered via procurement of the **new Christmas decorations**. Bidders were specifically asked in the invitation to tender to describe how they would contribute to reducing carbon emissions.

The winning bidder stated it had reduced its carbon footprint by 40% in the prior 5 years. Their lights are LEDs and their motifs used in street decorations are 100% recyclable, derived from sugar cane and recycled aluminium. At the end of their usable life these motifs are returned to the manufacturing plant where 70% is composted and 30% recycled.



Action 3.4 Citywide Supplier Toolkit

The Council are updating existing toolkits for suppliers to support the adoption of an additional 10% environmental weighting in procurement (see action 3.1). These toolkits will include guidance for suppliers on improving their environmental performance to help drive positive action through supply chains and will feed into the rest of the work described here.

As a member of the Manchester Climate Change Partnership (MCCP), the Council is working with key local stakeholders to develop a shared approach to procurement and commissioning across the city that focuses on tackling climate change.

Manchester Metropolitan University and the University of Manchester are researching the evidence base for a shared citywide Supplier Toolkit to help drive reductions in the carbon footprint of supply chains via sustainable procurement and commissioning. There is an agreement amongst MCCP that any toolkit needs to be usable by SME's as well as large organisations, therefore the Manchester Climate Change Agency have approached around 60 companies across a range of sectors to recruit volunteers for an initial pilot and consultation.

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Action 3.5 Single Use Plastics (licensing and events)

In partnership with Julie's Bicycle, the Council has produced a range of **Sustainable Events Guides** for council run events as well as events organised by third parties that are held on Council land. The guides are available on the council's website for use by event organisers, suppliers, service providers and venues, and include commitments to reduce and eliminate the use of Single Use Plastics.

The guides were launched as part of an EU-funded URBACT C-Change project on tackling climate change within the culture sector. The event was attended by Manchester Climate Change Partnership, Manchester Arts & Sustainability Team and international project partners from Mantova, Sibenik, Wroclaw, Agueda and Gelsenkirchen - the guides have since been translated into two languages (Italian & Croatian) by these partners.

Two Council events were delivered in line with the new guide in 2019, prior to publication and before COVID-19 restrictions halted all event activity in March 2020.

- The Manchester Day in 2019 featured a unique parade where everything was pushed, pulled, cycled or wheeled (except for a GM Fire & Rescue vehicle) and a large proportion of content was made from recycled and up-cycled materials. This event gained 4 stars in the externally verified Creative Green certification.
- The Festival of Manchester in 2019, held in Platt Fields Park, made water available to attendees via mains and a bowser to help reduce the sale of plastic water bottles and 15 food traders committed to using single-use plastic free cutlery and containers.

The learning from these events will be shared across event partners as part of roll out of the Sustainable Event Guides, which is now expected in 2021-22 in line with the easing of COVID-19 restrictions.

As all events were cancelled from March 2020 to late Summer 2021 due to COVID-19, work has focused on gathering data on single use plastics within events. **£7k** of funding was made available through the URBACT C-Change Project to support the Council's Events Team to quantify the positive environmental impacts of measures to eliminate Single Use Plastics and to identify further potential to expand this good practice in future activities. The outcome of this report will be review and apply learnings to the 2021-22 event programme and disseminate to event partners.

Across **Manchester Markets**, changes have been introduced to influence traders.

74 traders across the Arndale and Church Street Markets, as well as the additional traders at our Specialist and Pop-up Markets have committed to use consumables that are 100% recyclable, 100% compostable, 100% biodegradable & disposable.

The Council's Markets team have also made changes to the trader application process by adding an environmental section which includes sourcing of supplies, food miles and the trader recycling policy. This data is included as part of the application scoring system. The Markets team are now working through the challenges of policing contracts and supporting traders to live up to these commitments.

21 caterers operating across the City's parks have also committed to reduce and eliminate single use plastics as part of their licensing agreements. As with markets, work is underway to monitor these commitments.

Action 3.6 A Sustainable Food System

The Manchester Food Board have drafted a Food Policy Statement and Manchester Food Recovery Action Plan to support the creation of a resilient food system.

One of the Recovery Objectives is to: **Reduce environmental impacts throughout the food system with a focus on food waste and a shift to more ecological practices.**

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Legacy work is underway which builds on the food response during COVID-19. Safe food donations information is now live on the Council's website.

Climate Change Adaptation and Carbon Sequestration (Workstream 4):

Action 4.1 Manchester Tree Action Plan

A new **£1m** 3-year programme of city-wide tree planting was launched this year, based on the tree planting work over the last thirteen years where over 100,000 have been planted.

Council Tree Planting (October 2020 – May 2021 Planting Season):

1,007 Trees planted

1,175 Small Hedge trees planted

4 Community Orchards planted

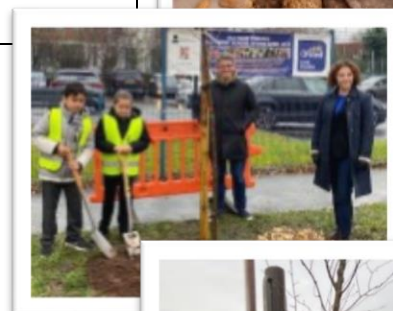
128 Residents engaged within the planting programme

Across all partners, over 4,280 trees, 275 metres of new hedgerows and 5 orchards have been planted this season (October 2020 – May 2021).

This includes an avenue of mature trees planted to help create Great Ancoats Boulevard; with 62 trees planted in total.

33 cherry trees were planted to create a feature avenue in Old Moat; this was done on the back of a consultation and with the support of local residents, a nearby primary school and ward councillors. Planting took place across other wards and within Manchester's parks and cemeteries.

Council officers have engaged with members, residents and other stakeholders delivering tree planting projects across 10 wards. Through successful neighbourhood engagement with residents on Brunswick Road and Burlington Road in Withington, residents selected their own tree types and suggested locations for planting. These residents have also made a commitment to help look after their trees by maintaining them and watering during periods of dry weather.



Action 4.2 Embedding Nature Based Solutions

Work to embed nature-based solutions (NBS) for flood resilience in open spaces, highways and new developments across the city continued in 2020.

GrowGreen, an EU-funded Horizon 2020 project which has delivered NBS demonstration projects in Manchester, Valencia and Wroclaw. Alongside these practical schemes, Universities in the three cities are developing performance indicators to monitor the physical and social benefits which the demonstrators bring. In Manchester, the University of Manchester have begun monitoring the impact of the West Gorton Community Park.

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The development of the community park included working and consulting with the local community in West Gorton to ensure local ideas could be incorporated into the final design. It has also provided a real-life experience of the procurement and installation process of such NBS features and provides a showcase location which can demonstrate NBS's in use and the potential wider business cases for future financing of such developments.

The flood alleviation measures in West Gorton Community Park were tested by **Storm Christoph** in **January 2021** and proved effective at channelling roadside and storm water through the park using the swales and rain-gardens, feeding the landscape and creating temporary water features.



The West Gorton Community Park is a £1.4m, 14,000 sq. metre "sponge" park funded by GrowGreen which opened in **July 2020**. This is a new, accessible, multi-functional neighbourhood green space designed to help the climate resilience of the local area. It follows "sponge principles", incorporating sustainable urban drainage to allow rainwater run-off from nearby roads to be channelled and filtered through natural drainage systems, slowing and reducing the flow into the normal drainage system.



Through the GrowGreen project, **£20k** is available to procure a partner to work with the West Gorton community to setup a '**Friends of group**' for the 'Sponge Park'.

Video link: [Seeing is Believing: West Gorton Community Park](#)

Manchester River Valley Strategy – procured from our EU Horizon 2020 funded GrowGreen project. The Environment Partnership (TEP) are developing a River Valley Strategy for the city's three main rivers (Irk, Mersey, Medlock), providing further evidence to the main Green & Blue Infrastructure Strategy, on the value of the city's rivers and their tributaries (both as a flood resilience asset, but also the many co-benefits), and to consider how best they could be retained or improved.

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Mayfield Park – the city’s first new park in over 100 years. Consent for phase one of the scheme was granted in February 2020 for the creation of the 6.5 acre park.

In August 2020 Mayfield secured **£23m** in grant funding from the Government’s ‘Getting Building’ Fund. Construction commenced in December 2020.

Mayfield is a 24-acre brownfield site with the River Medlock and green infrastructure improvements central to its delivery; it is designed as a ‘floodable park’, bringing citizens closer to the river.



Northern Gateway – In partnership with Far East Consortium, the Council have set the ambition for world class green spaces throughout the development, with seven ‘new’ green spaces including a City River Park and a viaduct development. Challenges exist around capital and ongoing maintenance finance and governance models. With

assistance from GMCA, around **£30k** of technical assistance has been secured to look at different business models for ongoing governance and maintenance models.

A Foreign Commonwealth & Development Office event was **hosted by Manchester** in February 2020 showcasing Manchester’s nature-based solutions projects, including the West Gorton Community Park, the Mayfield development and the Northern Gateway development.

GMCA Ignition Project – Is a £4.4m collaboration project led by GMCA bringing together 12 GM-based partners including Manchester City Council, United Utilities and the Environment Agency. Activities of the project include mapping the ‘baseline’ of Green Infrastructure in Greater Manchester; mapping the overlay of flood risk across GM in order to model the effects of Sustainable Urban Drainage solutions to mitigate this risk; and exploring potential business models for parks. Within the project, City of Trees working with the Council have secured an additional allocation of

£20k to provide further detail around a business case for installing exemplar Sustainable Urban Drainage on **Edge St** in the Northern Quarter. The We Love Manchester charity have also provided additional funding in collaboration with **Groundwork’s ‘Eco Streets’** Ignition work to improve two small ‘unloved’ patches of the city at ‘Pigeon Park’ in Longsight and Pioneer Quay, Castlefield.

Action 4.3 Tree Opportunity Mapping

In August 2020, the Council committed **£50k** and commissioned **City of Trees and TEP** to deliver a piece of work ‘**Evolution of Treescape**’, which will help provide a better understanding of the cities tree resource and identify further opportunities for planting and management.

The ‘i-Trees’ assessment of Manchester’s tree stock aims to demonstrate the value of our existing **1.2m** trees to carbon storage, sequestration, climate resilience, air quality and many other benefits. An initial draft of the report is being refined which focuses on the following:

- A retrospective look at the composition, change and evolution of the City’s treescape over the last 100 years
- A sustainable and innovative plan for managing the City’s existing tree resource
- Ward specific opportunity maps indicating priorities for new tree planting, including species suitability options
- The means to identify ward specific location for new Beacon Trees (mature) tree planting

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This work provides the context within which opportunities for tree planting can be assessed going forward, allowing reasoned decisions to be made regarding appropriate places to plant individual trees and woodland and it will be used to inform the ongoing active tree planting programme.

A **mapping tool** for Beacon trees has also been designed by TEP, this has a range of potential uses by the Council and partners including interactive engagement and consultation for local tree planting.

To manage this work internally, the Council committed a further **£45k** to create a 2-year part-time post, which commenced in February 2021.

Action 4.4 Maximising Council Contribution to City of Trees

The aforementioned £1m programme, delivering significant levels of tree planting on Council owned land, represents the Council's contribution to the citywide effort by City of Trees to increase the number of trees in Manchester.

The aim is to plant the right species of trees in the right location to achieve maximum benefits for climate adaptation, carbon storage and sequestration. The key consideration is to find sites capable of accommodating larger trees that will create long lasting impact, provide local benefits and will be capable of surviving into old age.

Catalysing Change (Workstream 5):

Action 5.1 Carbon Literacy

Carbon Literacy training paused in Spring 2020 as COVID-19 restrictions prevented the face-to-face element of the training from taking place. An online package was developed and accredited to enable training to continue throughout the pandemic.

Carbon Literacy training continues to be delivered virtually and our achievements are below.

1064 Total Current People Trained and Certified

364 MCC Employees Certified in 2020-21

15% Workforce Trained and Certified

Silver Accreditation as a Carbon Literate Organisation



The aim is to achieve **Gold Accreditation** by **2025**.

Action 5.2 Environmental Weighting in Procurement

This action is to roll out the additional 10% environmental weighting - see action 3.1.

Action 5.3 Embedding Carbon in Decision-Making

Zero carbon has been recognised as a council priority and has been included within the **Our Manchester Strategy** reset and the council's **Corporate Plan**. Other examples include;

Manchester Digital Strategy which includes a section on "Sustainable Resilience: digital innovation supporting zero carbon goals and inclusive connectivity". Consultation on this new strategy closed in March 2021.

The **Capital Gateway** business case criteria is kept under review so that it can be altered and adapted as the Council's priorities develop. The business cases requesting capital investment are

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now required to include a carbon measure, both for during the project progression stage and the ongoing lifecycle post-completion. The intention is that the carbon footprint of a scheme is considered as part of the decision-making process. This work is ongoing and will reflect the decisions taken by the Council on how it will meet the future carbon reduction targets in order to become carbon neutral by 2038.

A **Manchester Build Standard** (see action 1.2) will be applied to all new build and refurbishment projects to reduce carbon emissions. This standard is intended to enable colleagues to draw out several metrics for inclusion within business cases and therefore seek to ensure that the carbon impact of capital decisions is transparent and fully understood. Work is ongoing to draw out the benefits committed within individual project business cases, commencing with projects which have achieved approval to spend since 1st April 2018 and which were procured through the North West Construction Hub.

The Council has worked with partners including the Manchester Climate Change Partnership to develop an **Economic Recovery and Investment Plan** in response to the COVID-19. The plan sets out Manchester's commitment to a green, zero-carbon and climate-resilient recovery.

It proposes a programme of **£289.4m** that will support our zero-carbon ambition.

The Council continues to embed the city's zero carbon objectives into **Strategic Regeneration Frameworks** for those areas of the city which are being redeveloped, such as;

- Wythenshawe Hospital Campus Strategic Regeneration Framework March 2020
- St Mary's Parsonage - Strategic Regeneration Framework July 2020
- NOMA Strategic Regeneration Framework Update 2020
- Refresh of the Ancoats and New Islington Neighbourhood Development Framework – Poland Street Zone July 2020
- First Street Development Framework Addendum 2020 July 2020
- Draft North Manchester Health Campus Strategic Regeneration Framework November 2020.

Discussions around including climate change into the **grants for Voluntary and Community Sector organisations and Cultural organisations** have begun well in advance of the next funding round so that appropriate and tailored solutions can be developed.

Meetings with key environmental stakeholders in the culture sector have been facilitated by the EU-funded URBACT C-Change project and a range of tools and training courses are being developed to support culture organisations of all sizes, with over **£33k** dedicated budget for capacity building.

Action 5.4 Community Engagement

The Council's Neighbourhoods team have been working with residents across all **32 Wards** to embed climate action into Ward Plans. Where possible, public events have been held to engage with residents and local stakeholders.



Over **300 residents** attended these events, with others participating online. Many more residents have become involved with action-focused events such as tree planting or consultations on specific issues of concern.

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Examples of these actions include developing local campaigns to encourage change including improved walking routes, increase recycling, reduce illegal parking, more biodiversity and meat free days.

COVID-19 significantly impacted on the progress of the climate plans, Government restrictions have prevented communities meeting in groups and most volunteering opportunities have reduced. Effective engagement during the pandemic is a challenge, which is recognised across many wards.

Recruitment of **3** new **Climate Change Neighbourhood Officers** got underway (one for each of the three area teams, North, South and Central), these roles will provide additional capacity on this agenda and work closely with other colleagues in the teams.

Despite these challenges, **£52,000** of Neighbourhood Investment Fund has been directed towards **41 climate action projects** as part of 2020-21 programme. Examples of these include:

- Friends of Fletcher Moss and Parsonage Gardens planting a "green screen" outside Beaver Road School and Barlow Medical Centre on Wilmslow Road to combat pollutants caused by traffic.
- Two advanced compost stations installed on both sides of Ladybarn Park to create better recycling and composting facilities. Sessions with local schools held to teach children the importance of composting.
- Gardening Group funding for Harpurhey to increase food growing by developing a garden to benefit health, encourage greening, combat climate change and initiate enterprise. Sow the City helped the gardening group to build raised beds and compost bays on site and provided growing and composting workshops. The produce will be used at the onsite Community Grocer and Community Café.



The Neighbourhood teams have also worked with local partners and residents to organise Clean Air activities and continue to work with schools on the Junior Police Community Support Officers and anti-idling campaigns.

Reducing the amount of traffic, particularly for short journeys and drop-offs at school, remains a major concern in all wards.



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In January 2020 the Council organised the second **Youth Climate Change Action Summit**, which was held at Manchester Central Convention Complex.

It gave pupils aged 9-14 years the chance to explore what they can do to help the City to meet its ambitious, science-based target to become zero-carbon by 2038 at the latest.



348 attendees

49 schools participated

65% of primary schools and

35% secondary schools sent delegates

Over the Summer of 2020 the **Manchester Youth Council (MYC)** trialled the Kloodle app which includes a section on the environment to embed it into young people's learning and achievement online record.

20 young people used the app and 50 young people trialled the MYC Climate Wheel and Skills to Save the Planet during 2020.

In September 2020, Manchester Youth Council won the North West Youth Focus - Most Committed to Saving the Planet Award.

In November 2020, a Youth Climate Summit was organised by teachers across the UK and facilitated by Transform Our World; it was timed to coincide with the time when our world leaders were due to meet to discuss climate change and the ecological crisis at COP26. This collaborative youth summit brought together young people from schools, organisations and youth groups to show that climate change is still a priority.

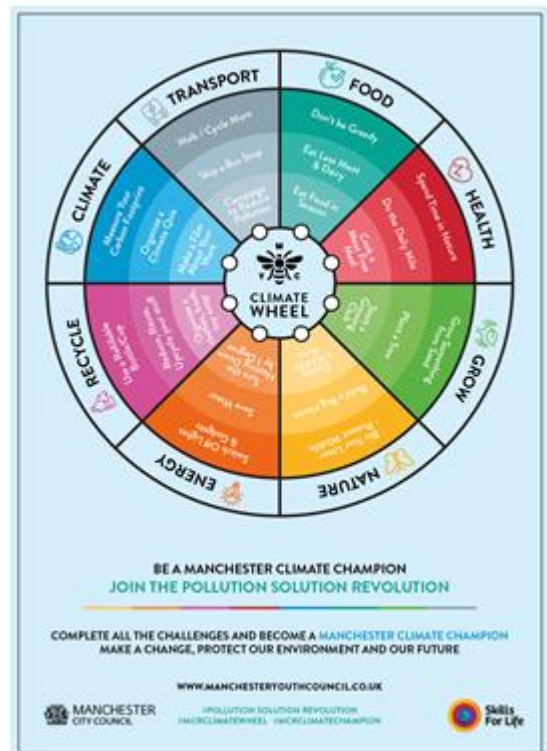
Engagement in the run up to the event consisted of a logo competition and an open invite to help shape the programme and volunteer. Manchester Youth Council presented a 20-minute film to promote their Climate Wheel and Climate Charter.

The **MYC Climate Wheel and Charter** will be launched in June 2021, when educational resource pack are distributed to schools to encourage them to create climate champions across Manchester.

A former **Manchester Youth Parliament** member has been selected by the BBC to become a climate reporter for Manchester, posting positive messages to encourage young people to tackle climate change.

As the key funder of the **Manchester Climate Change Agency (MCCA)**, and a member of the Manchester Climate Change Partnership, the Council is also supporting the establishment of a citywide programme of community engagement activities 'In Our Nature' to build local capacity to take positive climate action.

The Council, MCCA, Hubhub, Tyndall Centre for Climate Change Research, Amity and the University of Manchester have successfully collaborated on a development bid to the National Lottery Climate



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Action Fund and awarded **£206k** of funding to focus on several of the city's communities, building on the work which has already been undertaken by the Council's Neighbourhoods teams and working with the three new Climate Change Neighbourhood Officers.

An additional **£480k** has been secured from a range of funders to support the communications and campaign element of this programme which will work with a number of the communities on specific projects and will be led by Hubbub.

£417k of funding has also been secured from the Arts & Humanities Research Council for a project on climate resilience using arts in partnership with the University of Manchester and is being developed alongside the Council's Neighbourhood's team in Miles Platting and Newton Heath. This 2-year project will work with the local communities to better understand how local policies and action plans can increase and support climate resilience and enable people to act on climate change.

Action 5.5 Citywide Communications Campaign

During August and September 2019, research was conducted by the Council's Communications team to explore the attitudes, perceptions and behaviours of Manchester residents on climate change.

Phase 1 was face-to-face quantitative research with more than 1,100 residents representing a balance of age, gender, ethnicity and geography. Phase 2 was more qualitative research gathered from 3 focus groups, each attended by approximately 50 people.

Together, these sessions helped to deliver insights on the views of Manchester residents towards climate change and what messaging would work to promote greater uptake of positive climate action across the City.

These insights were fed into the development of the **"Leaving Carbon Behind"** campaign which launched in July 2020.

Its aim is to raise awareness of the climate emergency and promote positive behaviour change amongst Manchester's residents, workers, businesses and visitors.

Social media has been a key channel for the campaign as well as **advertising channels** including:

- Manchester Evening News, print and digital advertising
- Outdoor digital screens
- Outdoor adverts in local areas (wards were selected based on demographic makeup)
- Bus advertising (external bus adverts on the rear and side panels of buses) on key routes across the city

A new webpage has also been developed:

<https://www.manchesterclimate.com/zerocarbon/>

A range of press releases have been produced throughout 2020-21, see Press Coverage section below for examples.



Action 5.6 Funding Manchester Climate Change Agency

Additional capacity for the Manchester Climate Change Agency is being put in place and the new structure and posts have been approved by the Council's Personnel Committee. A temporary Director is currently in post with a new permanent Director taking up post in Autumn 2021, whilst the Programme and Finance Officer and Youth Climate Champion vacancies have been filled. Recruitment has also commenced for a Policy and Strategy Lead. A 12-month funding plan is in place for a Residents and Communities Lead.

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A task-and-finish sub-group has been convened to ensure the new organisational and governance structures are fit for purpose.

A priority for the new Director will be to ensure that the organisation can become financially sustainable over the next 2 years and to expand the Partnership to include a wider range of stakeholders who can collectively contribute towards the climate change objectives and targets for the city.

The overarching aim is for the Agency and Partnership to be the key drivers in making Manchester one of the first zero carbon, climate resilient cities in the world; providing a healthy, green and socially-just city where everyone can thrive.

Action 5.7 Influencing Manchester Stakeholders

Manchester was amongst the first cohort of participating cities signing up to the **City Business Climate Alliance**. All these cities have a mayoral mandate to develop local city-business collaboration platforms with the aim to convene, set joint commitments, co-create and eventually implement projects that help cities deliver on their Climate Action Plans in line with the Paris Agreement.

The project kicked off in March 2021 with a virtual workshop involving large companies and business-membership organisations based in the city. The event was attended by the Manchester Climate Change Agency. Through this project the Manchester Climate Change Partnership plan to recruit additional members to increase influence over citywide emissions.

The Council supported the Oxford Road Corridor to establish a Zero Carbon sub-group chaired by Chris Oglesby and with a bid to ICLEI to fund a multi-system energy model. The Council also supported Corridor partners with the Public Sector Decarbonisation Scheme bid as outlined in Workstream 1.



Meetings have taken place with the GMCA Director of Place, CADENT, Electricity North West and Stockport Council about the GM Decarbonisation Pathway and the opportunities to accelerate action and, as a member of the Manchester Climate Change Partnership, has supported discussions on “Green Recovery” to contribute to the Our Manchester Strategy reset.

Action 5.8 Supporting Schools with Climate Change

Plans to host events with Manchester’s schools to support them to decarbonise have been delayed due to COVID-19, these plans will be revisited in 2021-22 following the easing of restrictions.

Action 5.9 Influencing Greater Manchester Stakeholders

The Council continues to influence Greater Manchester partners and stakeholders through its membership on the following groups:

- Climate Emergency / 5yr Environment Plan
- Decarbonising Public Estate
- Green City Region Board & Partnership
- Wider Leadership Team & Chief Executives
- Challenge Groups including Energy, Buildings and Communications

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The Council submitted letters to the Greater Manchester Pension Fund (GMPF) in July and September 2020 urging them to set out actions to divest from investment in fossil fuels.

Councillor Stogia, Executive Member for Environment, Planning & Transport at the time, raised divestment from fossil fuels with the Greater Manchester Pension Fund along with counterparts from across Greater Manchester authorities; a joint letter was sent to local authority representatives on the GMPF and a separate letter was sent to the Mayor of Greater Manchester to see how they could work together to exert further pressure on the Fund.

The issue was raised at two Green City Region Board meetings held in 2020 and, as a result, GMPF were invited to attend the March 2021 meeting.

Action 5.10 COP26 in Glasgow 2021

COP26 was due to take place in Glasgow in November 2020 but was postponed to November 2021 due to COVID-19. A proposal is being developed to consider the options for the Council's involvement which includes work with Core Cities, Greater Manchester and our local and international partners.

Core Cities plan to focus on Investment in Green Recovery, Green Finance and the role of cities in delivering net zero. The Mayor of Greater Manchester and the Metro Mayor of Liverpool City Region launched "North West Net Zero: The Road to COP26", in February 2021, which outlines the measures already being taken to accelerate progress to net zero across the region.

Action 5.11 International Networks

Learning from other cities and positioning Manchester as a key player on climate change continues to be a driver for the Council, through its involvement in recognised networks and leading European partnership projects.



Manchester is one of 10,434 city signatories to the **Covenant of Mayors** which brings together local governments that are voluntarily committed to implementing EU climate and energy objectives. It draws in worldwide multi-stakeholder networks with technical and methodological support.

The Council is also a long-standing member of **Eurocities**, the leading network of major European cities, and was represented by the Manchester Climate Change Agency (MCCA) at their Strategic Climate Roundtable in June 2020.



The Council is participating in two European Commission funded URBACT projects:

Zero Carbon Cities is a **£688k** project leading six European cities to adopt science-based targets to support their transition to zero carbon. The 3-year project is supporting MCCA to refresh the Manchester Climate Change Framework as well as delivering master classes for officers across the partnership. Manchester's share of the budget is £330k.



C-Change is a **£650k** project working with five European cities to drive positive climate action through the culture sector.

It is providing capacity building for Manchester Arts Sustainability Team as well as for the wider arts sector in the city by offering tailored carbon literacy training. Consultancy from Julie's Bicycle has enabled a review of the arts funding programme to introduce climate measures (see also action 5.3).

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Due to COVID-19 the project has been extended by 6 months to June 2021. Manchester's share of the budget is £263k.

GrowGreen (see also action 4.2) is working with Valencia (Spain) and Wroclaw (Poland) to develop demonstration projects for nature-based solutions. The three cities are collaborating to learn from the different processes followed and to identify solutions to common challenges. In December 2020, the project hosted a webinar to introduce a range of resources developed by the GrowGreen and Ignition projects which can be used to support decision-makers, planners, businesses, and others in comparing green and grey options to choose the right solution for the challenge. Tools are also being developed to help other cities outside of the project to develop a Nature Based Solutions Strategy. **Wuhan** is also a non-funded partner on the Grow Green project working on the "sponge cities concept".

The **Race to Zero** is an international campaign to mobilise support for cities and businesses to make the transition to zero carbon by 2050 in line with the Paris Agreement on climate change. Manchester has joined the Race to Zero – alongside 454 other cities – and Sir Richard Leese signed a pledge on behalf of the City that outlines the actions Manchester will take to meet its environmental targets.

Action 5.12 Green Skills

A '**Skills for a Zero Carbon Economy**' group was established and agreed this work would be embedded into the revised Work and Skills Strategy. This work has not progressed due to the major capacity issues resulting from the Council's response to COVID-19 including working on the food response and business grants programme. This work forms an important part of the City's Economic Recovery and Investment Plan and will be revisited as part of the 2021-22 work programme.

Press Coverage 2020-21

Progress on Climate Change Action Plan

04 February

Place North West: Manchester reviews progress on climate change

[Place North West | Manchester reviews progress on climate change](#)

Manchester Evening News: Manchester councillors to consider calls for new climate change committee after petition signed by 1,700 people

<https://www.manchestereveningnews.co.uk/news/greater-manchester-news/manchester-councillors-consider-calls-new-19770721>

10 February

Twitter: Councillor Angeliki Stogia's 90 second challenge

<https://twitter.com/ManCityCouncil/status/1359540755119898626>

02 March

Manchester Evening News: Manchester Council unveils all the ways it will halve its greenhouse gas emissions by 2025

<https://www.manchestereveningnews.co.uk/news/greater-manchester-news/manchester-council-unveils-ways-halve-17845310>

03 March

Smart Cities World: Manchester unveils five-year climate action plan

<https://www.smartcitiesworld.net/news/news/manchester-unveils-five-year-climate-action-plan-5080>

Edie.net: Manchester City Council spells out five-year action plan to halve emissions

<https://www.edie.net/news/9/Manchester-City-Council-spells-out-five-year-action-plan-to-halve-emissions/>

11 March

BBC website: Manchester adopts plan to halve CO₂ emissions by 2025

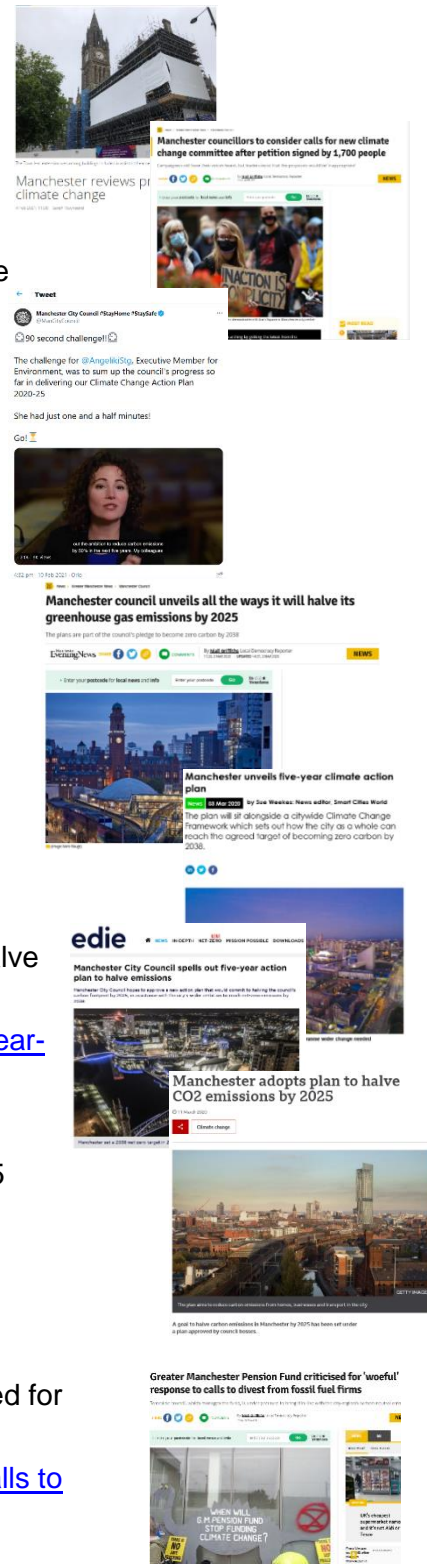
<https://www.bbc.co.uk/news/uk-england-manchester-51832494>

Greater Manchester Pension Fund

16 February

Manchester Evening News: Greater Manchester Pension Fund criticised for 'woeful' response to calls to divest from fossil fuels firms.

[Greater Manchester Pension Fund criticised for 'woeful' response to calls to divest from fossil fuel firms - Manchester Evening News](#)



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09 March

Six of Greater Manchester's 10 councils have written to the Greater Manchester Pension Fund urging it to move decisively away from its current investments in fossil fuels.

<https://www.publicsectorexecutive.com/articles/gm-councils-join-call-pension-fund-fossil-fuel-divestment>



Electric Refuse Collection Vehicles

08 March

The UK's largest fleet of electric, zero-emission vehicles are being rolled out, collecting household waste in the Manchester area.

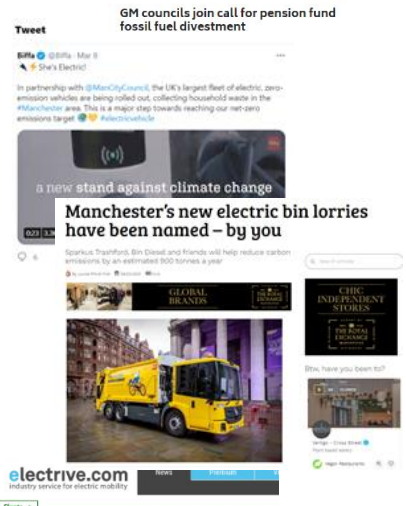
<https://twitter.com/Biffa/status/1368895314309087234>

<https://vimeo.com/tinkertaylor/review/514214729/32016bf284>

09 March

The winning suggestions in a competition to name five of Manchester's new electric bin lorries have been confirmed.

https://ilovemanchester.com/electric-bin-lorries-named?mc_cid=02c1091b93&mc_eid=e7ed3c51a2



04 June

Electrive.com: Manchester orders electric refuse trucks

<https://www.electrive.com/2020/06/04/manchester-orders-electric-refuse-trucks/>

Green Bee website: 'Cleaner' bin lorries in Manchester

<https://thegreenbee.co.uk/waste-management/cleaner-bin-lorries-in-manchester/>



14 July

Zap Map: Manchester to replace half its bin lorries with electric vehicles

<https://www.zap-map.com/manchester-to-replace-half-its-bin-lorries-with-electric-vehicles/>

West Gorton 'sponge' park

09 March

Manchester Evening News: How a £1.3m new park will help prevent flooding in one corner of Manchester

<https://www.manchestereveningnews.co.uk/news/greater-manchester-news/how-groundbreaking-new-13-million-17887953>

14 August

Manchester Evening News: New £1.3m park designed to reduce flooding risk opens in West Gorton

<https://www.manchestereveningnews.co.uk/news/greater-manchester-news/new-13m-sponge-park-designed-18727605>

How a groundbreaking new £1.3 million park will help prevent flooding in one corner of Manchester



New £1.3m 'sponge park' designed to reduce flooding risk opens in West Gorton



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Estates carbon reduction programme

08 January

BBC Radio Manchester (bulletins): Wythenshawe Forum is powered by solar energy as part of the Council's £25 carbon reduction programme.

Civic Quarter Heat Network

06 July

Manchester Evening News The £18m 'Tower of Light' which will power prominent Manchester city centre buildings is taking shape

<https://www.manchestereveningnews.co.uk/news/greater-manchester-news/18m-tower-light-power-prominent-18549526>

15 August

About Manchester: Manchester's Tower of Light nears completion

<https://aboutmanchester.co.uk/manchesters-tower-of-light-nears-completion/>

17 August

Smart Cities World: Manchester's Civic Heat Network project passes significant milestone

<https://www.smartcitiesworld.net/news/news/manchesters-civic-heat-network-project-passes-significant-milestone-5574>

24 August

Architects Journal: Wraps taken off sculptural Tower of Light in Manchester

<https://www.architectsjournal.co.uk/news/tonkin-liu-wins-approval-for-tower-of-light-scheme-in-manchester-2>

Climate Change Youth Action Summit

27 January

Manchester Evening News: Hundreds of schoolchildren gather to discuss climate change at Manchester Central eco-summit. (Event also covered by BBC Radio Manchester, Hits Radio and BBC North West Tonight).

<https://www.manchestereveningnews.co.uk/in-your-area/hundreds-schoolchildren-gather-discuss-climate-17623869>

Tree Planting

04 December

I Love Manchester: Million pound project to plant thousands of trees across Manchester begins

<https://ilovemanchester.com/project-plant-trees-manchester-begins>

Secret Manchester: A million-pound project to plant thousands of trees is to begin in Manchester next week

<https://secretmanchester.com/tree-action-mcr/>



Manchester's civic heat network project passes significant milestone

News 17 Aug 2020 by SmartCitiesWorld news team
The final sections of the UK city's 40 metre high Tower of Light have been installed, which will act as a chimney for a low carbon energy centre.

6 CHALLENGE SPECIFICATION PROJECTS PRESENTS HELP MANAGER LIBRARY STORES

Wraps taken off Tonkin Liu's sculptural Tower of Light in Manchester

24 August 2020 - 17:00:00



The final sections of Tonkin Liu's 40m-tall biomimetic 'Tower of Light' for Manchester City Council and Vital Energy have been installed.

Hundreds of schoolchildren gather to discuss climate change at eco summit at Manchester Central

The Youth Climate Action Summit gave pupils the chance to explore how the city can meet its target of becoming net zero by 2030.



Million pound project to plant thousands of trees across Manchester begins

The first phase will include Ancoats and Deans, Anfield, Chorlton, Clayton and Openshaw, Gorton and Abbey Hey, Moss Side and more.



A Million Pound Project To Plant Thousands Of Trees Will Begin In Manchester Next Week



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06 December

About Manchester: Million-pound tree planting project for Manchester gets underway

<https://aboutmanchester.co.uk/million-pound-tree-planting-project-for-manchester-gets-underway/>

Million pound tree planting project for Manchester gets underway



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LATEST POSTS
COMMUNITY: Top authors could receive to support for 1000 of their 1000 have their job

Community Engagement

09 December

In Your Area: Manchester communities to lead the way on climate change thanks to funding boost

<https://www.inyourarea.co.uk/news/manchester-communities-to-lead-the-way-on-climate-change-thanks-to-funding-boost/>



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RAG Rating at a Glance:

Workstream 1: Buildings & Energy

RAG	Action Summary	Deadline	Annual tCO ₂ Saving Target
1.1	MCC Estates carbon reduction programme	March 2025	4,800
1.2	Manchester Build Standard	December 2020	Tbc
1.3	Buildings and Energy Strategy	April 2020	
1.4	Large scale renewable energy generation	December 2020	7,000
1.5	LED street lighting	December 2020	220
1.6	Civic Quarter Heat Network	2021	1,600
1.7	Housing stock condition survey	2021	
1.8	Northwards Housing	Tbc	Tbc
1.9	Commercial and non-domestic buildings	Ongoing	Tbc
1.10	Local Energy Plan for Manchester	April 2020	
1.11	Leasing and disposing of Council buildings	April 2020	
1.12	Manchester Local Plan	2023	
1.13	Partnerships e.g., UKGBC	Ongoing	

Workstream 2: Travel & Transport

RAG	Action Summary	Deadline	Annual tCO ₂ Saving Target
2.1	Electric refuse collection vehicles	March 2021	900
2.2	Replace operational fleet with EVs	Ongoing	400
2.3	Travel policy for staff and members	April 2020	100
2.4	Cycling and walking networks	Ongoing	
2.5	Greater Manchester Transport Strategy 2040	Ongoing	Tbc
2.6	City Centre Transport Strategy	2020	
2.7	Aviation emissions and Manchester airport	Ongoing	Tbc
2.8	Sustainable travel incentives	Ongoing	

Workstream 3: Sustainable Consumption

RAG	Action Summary	Deadline	Annual tCO ₂ Saving Target
3.1	10% environmental weighting in procurement	April 2020	
3.2	Tyndall Centre findings on consumption emissions	December 2020	Tbc
3.3	Eliminate single use plastics in estates and markets	2024	

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3.4	Supplier toolkit	December 2020	
3.5	Single use plastics in licensed activities	December 2020	
3.6	Manchester Food Board priorities	Ongoing	Tbc

Workstream 4: Adaptation & Sequestration

RAG	Action Summary	Deadline	Annual tCO ₂ Saving Target
4.1	Plant 1,000 trees 1,000 hedge trees 4 orchards pa	Ongoing	
4.2	West Gorton 'sponge park'	Ongoing	
4.3	Tree opportunity mapping assessment	December 2020	
4.4	Funding for beacon trees	March 2021	

Workstream 5: Catalysing Change

RAG	Action Summary	Deadline	Annual CO ₂ Saving Target
5.1	Carbon literacy	2025	
5.2	10% environmental weighting in procurement	April 2020	Tbc
5.3	Carbon accounting in decision making	Ongoing	
5.4	Community engagement and ward plans	April 2020	
5.5	Citywide communications strategy	April 2020	
5.6	Fund Manchester Climate Change Agency	April 2020	
5.7	Support Manchester Climate Change Partnership	December 2020	Tbc
5.8	Large scale event with schools	June 2020	Tbc
5.9	Influence GM stakeholders to decarbonise	Ongoing	Tbc
5.10	Play a part in COP26	November 2020	
5.11	International networks and projects	Ongoing	
5.12	Green Skills Plan	September 2020	
			15,020

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Manchester City Council - Climate Change Action Plan - Work Plan 2021/22

Introduction

This document describes the actions to be progressed in Year 2 of the Climate Change Action Plan (CCAP) 2020-25. The achievements and highlights of Year 1 are detailed in the Annual Report 2020-21 which is available on the Council's website.

The work plan is accurate at the time of publication but may be subject to change during delivery - actions may be brought forward or delayed due to external factors such as COVID-19. The Council is committed to maintaining transparency and will continue to publish quarterly progress reports on its website.

Workstream 1 Buildings & Energy:

- Complete Phase 1 of the Estates Carbon Reduction Programme which started in 2020 and is investing £6.3m in energy efficiency measures and renewable energy generation across 11 Council buildings to generate around 1,300 tonnes of CO₂ savings. *(Action 1.1)*
- Deliver Phase 2 of the Estates Carbon Reduction Programme which is funded by the Government's Public Sector Decarbonisation Scheme (PSDS) and will deliver energy efficiency measures in 12 Council buildings via an investment of £19.1m and will deliver an estimated 1,800 tonnes of CO₂ savings. *(Action 1.1)*
- Review the findings of the feasibility study on large scale renewable energy generation and further investigate options for such activity to deliver a significant element of the targeted CO₂ savings by 2025. *(Action 1.4)*
- Complete construction and procurement for the heat and power to enable buildings to be connected to the Civic Quarter Heat Network and provide estimated 1,600 tonnes of CO₂ savings. *(Action 1.6)*
- Develop a housing retrofit programme for Council (previously Northwards) housing stock based on the estimated cost provided by external consultants. *(Action 1.7)*
- Complete the £7.8m Social Housing Decarbonisation Scheme with One Manchester on Grey Mare Lane and work with other social housing providers to support further bids for additional sources of funding. Site work to start on the new Newton Heath housing development early 2022. *(Action 1.8)*
- Support the completion of a Local Area Energy Plan for Manchester in partnership with Greater Manchester Combined Authority and the Energy Systems Catapult. *(Action 1.10)*
- Establish a methodology to account for the carbon implications of the disposal or leasing of land to a third party. *(Action 1.11)*
- Complete consultation on policy directions for the Local Plan. *(Action 1.12)*

Workstream 2: Travel & Transport

- Receive and deploy the remaining electric refuse collection vehicles (eRCVs) which are estimated to deliver savings of 900 tonnes of CO₂ per year. *(Action 2.1)*
- Continue the replacement of the Council's operational fleet with electric vehicles to provide estimated annual savings of 400 tonnes of CO₂. *(Action 2.2)*
- Develop and adopt a sustainable travel policy for officers and members to deliver estimated 100 tonnes of CO₂ savings per year. *(Action 2.3)*
- Continue to improve the network of walking and cycling infrastructure across the city with an initial investment of over £25m, and ongoing work to secure further funding, allowing completion of key routes and consultation on further schemes. *(Action 2.4)*

- Continue to collaborate with Transport for Greater Manchester and Salford City Council to implement actions and projects in the City Centre Transport Strategy, including working to secure long-term funding through the City Region Sustainable Transport Settlement. *(Action 2.6)*
- Develop and implement incentives and support to encourage sustainable commuting for Council staff. *(Action 2.8)*

Workstream 3: Consumption Based Emissions and Supply Chain

- Roll out the 10% environmental weighting in the Council's procurement process across those contracts being renewed or newly let in this period. *(Action 3.1)*
- Assess progress in the reduction of Single Use Plastics by suppliers and cleaning services across the Council's estate and cafes to identify additional changes. *(Action 3.3)*
- Work with traders to ensure that good practice to eliminate Single Use Plastics is reintroduced as markets reopen and assess the progress to eliminate Single Use Plastics by changing the markets' cleaning and waste services. *(Action 3.3)*
- Assess where and how Single Use Plastics and other packaging material across the Council's supply chain can be reduced. *(Action 3.3)*
- Update and launch a new Council Supplier and Commissioner Toolkit to support the application and delivery of the environmental weighting. As a member of the Manchester Climate Change Partnership (MCCP), review the baseline research undertaken by the University of Manchester and develop a plan for a citywide Supplier Toolkit. *(Action 3.4)*
- Continue to embed Single Use Plastic restrictions within licencing terms for the renewal of existing and new vendor contracts across Markets and Parks during this period. *(Action 3.5)*
- Encourage a reduction in Single Use Plastics at Council events, and events held on Council-owned land through rollout of the Sustainable Events Guides and Single Use Plastic Free guidance. *(Action 3.5)*
- Develop a good understanding of the Manchester Food Boards' priorities, raise awareness of the Council's Our Manchester Food Partnership, and produce an action plan for the Partnership. *(Action 3.6)*

Workstream 4: Climate Adaptation and Carbon Sequestration

- Continue to implement the Manchester Tree Action Plan including identifying sites for the November 2021 to March 2022 planting season, complete planting, and report on progress. *(Action 4.1)*
- Collect planting data from partners for November 2021 to March 2022 planting season and report on progress. *(Action 4.1)*
- Continue to monitor levels of community usage and the effectiveness of the nature-based solutions implemented in the West Gorton Community Park, in partnership with the University of Manchester. *(Action 4.2)*
- Consider the findings of the 'Evolution of Treescape' report for future green planning and develop a work plan to support this. *(Action 4.3)*
- Identify funding opportunities for future tree planting programmes in November 2022 to March 2025. *(Action 4.4)*

Workstream 5: Catalysing Change and Behaviour Change

- Develop a programme to achieve Gold Carbon Literacy Accreditation by March 2025. *(Action 5.1)*

- Identify how climate change considerations can be considered more effectively in our decision-making processes, aligned with the 'Future Shape of the Council' programme. *(Action 5.3)*
- Undertake a review of the Capital budget approval and governance processes and implement recommendations to ensure future decision-making is aligned with zero carbon ambitions. *(Action 5.3)*
- Build climate change ambitions into the future rounds of grant programmes for the Culture and Voluntary, Community and Social Enterprise (VCSE) sectors. *(Action 5.3)*
- Appoint three new Climate Change Neighbourhood Officers to support the delivery of climate action across all 32 wards. *(Action 5.4)*
- Deliver a work programme following on from the Youth Climate Summit events in 2019 and 2020, to support engagement with young people via schools and youth groups, followed by the launch of Climate Wheel. *(Action 5.4)*
- Collaborate with the Age-Friendly Board to identify opportunities for specific communications on climate action for over 50's. *(Action 5.4)*
- Work in partnership with Manchester Climate Change Agency (MCCA) to deliver a citywide programme of community engagement activities including a 15-month Climate Resilient Communities programme ('In Our Nature') and launch a 2-year project in partnership with the University of Manchester as funded by the Arts and Humanities Research Council. *(Action 5.4)*
- Assess the effectiveness of the public-facing communications campaign and revisit the wider strategy on encouraging positive climate action. *(Action 5.5)*
- Tell the Council's story of positive climate action through website content, social media and the press. *(Action 5.5)*
- Create a structure for the Manchester Climate Change Agency (MCCA) that is efficient and fit for purpose, by Manchester City Council underwriting the funds for senior posts and supporting the recruitment of vacant positions. *(Action 5.6)*
- Continue to support the Manchester Climate Change Partnership to engage and influence Manchester stakeholders. *(Action 5.7)*
- Support knowledge and capacity building for climate action within school buildings. *(Action 5.8)*
- Continue ongoing action to influence key Greater Manchester organisations to decarbonise and promote sustainable behaviour, through Council representation at partner meetings. *(Action 5.9)*
- Work in partnership at a local and national level to ensure that Manchester has a visible presence at the COP26 climate change conference in November 2021. *(Action 5.10)*
- Continue to work with MCCA to actively engage with international partners and participate in the delivery of international projects including Zero Carbon Cities and GrowGreen. *(Action 5.11)*
- Refresh the Green Skills Framework to create a skills system that supports the city's zero carbon ambition. Work with schools to support labour market intelligence. *(Action 5.12)*

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**Manchester City Council
Report for Information**

Report to: Environment and Climate Change Scrutiny Committee –
9 September 2021

Subject: Planning and its contribution to address climate change

Report of: Director of Planning, Building Control and Licensing

Summary

This report describes how the planning policy and process is used to influence and address climate change, including an update on the Local Plan, describing the policy in relation to developer requirements to provide electric vehicle charging points and cycle storage facilities, and the approach to Environmental Impact Assessments.

Recommendations

The Committee is recommended to:

1. Note the report; and
2. Note that officers will report back on preferred policy directions for the updated Local Plan, including ways it will continue to address climate change.

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 planning system will continue to help the city work toward zero carbon including by encouraging compact patterns of urban development, with housing accessible by active and public transport to employment and services; preserving and improving green and blue infrastructure by encouraging development in existing urban areas; and supporting zero carbon building standards through development planning processes.

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 city's planning system aims to improve Manchester's economic performance and spread the benefits of this growth across the city to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

A highly skilled city: world class and home grown talent sustaining the city's economic success	The city's planning system incorporates a vision for Manchester of a knowledge-based economy flourishing within an entrepreneurial community, characterised by a fully skilled, inclusive working Population, and includes policies to deliver this through key strategic locations across the city.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The city's planning system aims to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.
A liveable and low carbon city: a destination of choice to live, visit, work	The city's planning system aims to provide a framework within which the sustainable development of the city can contribute to halting climate change. It also aims to provide a network of distinctive, attractive and high-quality centres.
A connected city: world class infrastructure and connectivity to drive growth	The city's planning system aims to improve Manchester's physical connectivity, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.

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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 Core Strategy Development Plan 2012 to 2027
- Places for Everyone Publication Plan 2021
- 11 March 2020 report to Executive on Planning and Climate Change
- Development in the City 2018-2020 - The 2020 Authority Monitoring Report
- 8 October 2020 report to Economy Scrutiny Committee on Proposed Planning Reforms, Local Plan and Greater Manchester Spatial Framework
- 22 July 2021 report to Environment and Climate Change Scrutiny Committee on Climate Change Action Plan Quarterly Progress Report

1.0 Introduction

- 1.1 This report describes how Manchester is utilising the planning system to influence and address climate change, including an update on the Local Plan. It outlines our requirements in relation to electric vehicle charging points and cycle storage facilities, and the approach to Environmental Impact Assessments.
- 1.2 The planning system is part of an overall strategy by the city and a suite of measures being used to tackle climate change, including:
- our science-based target to achieve zero carbon by 2038;
 - the Climate Change Action Plan and actions within it;
 - our role in the Manchester Climate Change Partnership and Manchester Climate Change Framework, working with partners to collaboratively take action on climate change at the city scale.
- 1.3 The planning system is one way of helping to address climate change and influence and support change through place-making and the use of land and buildings. The Core Strategy Development Plan (the main document of the Local Plan), adopted in 2012, includes clear objectives that seek to deliver sustainable development; and cover matters such as tackling contaminated land, improving air quality, reducing pollution, reducing emissions from buildings, promoting less waste, supporting sustainable travel, minimising flood risk, and construction management. The Environment Objective of the Plan is to “protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change...”.
- 1.4 The policy framework sets out to manage growth in a sustainable manner and helps to guide our decision making in order to balance the economic, social and environmental needs of the city.
- 1.5 As required by Government, we are reviewing the city’s Local Plan, working toward adopting an updated plan in 2023. This presents an opportunity to consider how the Plan is currently addressing climate change, and potential changes to strengthen this, given the urgency of the climate challenge and need to accelerate responses at all levels of society.

2.0 Background

- 2.1 The planning system takes place within a context defined by legislation and regulation. The starting point is national policy and guidance with local policy in the form of the core strategy setting out how we aim to deliver these overarching requirements for the city. They provide the platform for how we expect development to be delivered and in Manchester we also use other levers such as strategic frameworks to secure key outcomes. In this way the planning system works across various scales and in different ways to address climate change.

- 2.2 Places for Everyone, once finalised and adopted, will form part of Manchester's local development framework and will: promote carbon neutrality of new development by 2028; promote sustainable patterns of development that minimise the need to travel; locate and design development to reduce car dependency; facilitate provision of infrastructure for cleaner vehicles; enhance green infrastructure; and improve energy efficiency and the generation of renewable and low carbon energy.
- 2.3 The Core Strategy sets out specific policies for Manchester that are addressing climate change including the following. However, as with national policy, the core strategy must be read as a whole to guide development towards sustainable solutions.
- Spatial Principle SP1 - to provide a framework within which the sustainable development of the city can contribute to halting climate change.
 - Core Development Principles (within Policy SP1) - to minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible, and ensuring development is located to reduce the need to travel and provide good access to sustainable transport provision.
 - Policy DM 1 Development Management – including requirements for appropriate siting, sustainable transport, biodiversity, green infrastructure, flood risk, and energy targets.
 - Policy EC 1 - development proposals should have regard to climate change resilience demonstrating how CO₂ emissions will be minimised with an aim of zero carbon emissions, through energy efficiency, renewable energy and contributing to low and zero carbon decentralised energy infrastructure.
 - Policy T 1 - to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon-free modes of transport. This includes the Council supporting proposals that facilitate modes of transport that reduce carbon emissions, such as by incorporating charging points for electric vehicles. The Core Strategy also sets minimum cycle parking standards for development types.
 - Policy EN 4 - reducing CO₂ Emissions by enabling low and zero carbon development through a range of measures.
 - Policy EN 5 - Strategic areas for low and zero carbon decentralised energy infrastructure.
 - Policy EN 6 - Framework for CO₂ reductions from low or zero carbon energy supplies.
 - Policy EN7 – a general presumption in favour of low and zero carbon decentralised energy schemes.
 - Policy EN 8 Adaptation to Climate Change - All new development is expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and external spaces.
 - Policy EN 9 Green Infrastructure - New development is expected to maintain existing green infrastructure in terms of its quantity, quality

and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. New green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management.

- Policy EN 15 Biodiversity and Geological Conservation – developers are expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

2.4 The Annual Monitoring Report (AMR) assesses progress against policies in the Core Strategy, including the city's previous target of a 41% reduction in carbon emissions by 2020 (from a 2005 baseline), aligned to when the Core Strategy was developed. The 2020 AMR reports on carbon emissions up to 2018, as this is the available monitoring data by the Department for Business, Energy and Industrial Strategy (BEIS) used for the AMR. Future AMRs will report against the new target of net zero carbon by 2038, and present an opportunity, where available data allows, to align reporting to be more current in line with reporting on the city's Climate Change Action Plan.

2.5 The 2020 AMR demonstrates continued emissions reductions, showing:

- 2018 emissions showed a reduction of 37.9% on 2005 levels, and 2% on 2017 emissions levels.
- in 2018, total estimated CO₂ emissions in Manchester were 2,032 kilotonnes, with 38% of this from non-domestic (industry & commerce), 30% from domestic sources, and 32% from transport;
- per-capita emissions were an estimated 3.7 tonnes in 2018.

2.6 Regarding green infrastructure, the 2020 AMR reports on outcomes against policies, including that:

- 58% of land in Manchester was classified as Green Infrastructure;
- as of November 2020, nine parks and all four main cemeteries in Manchester had achieved Green Flag Award status;
- as of December 2020, none of the register historic parks and gardens in Manchester were assessed as at risk;
- a review of green infrastructure coverage as part of the Local Plan refresh is planned for Winter 2021.

2.7 Other key tools supporting green infrastructure for the city are the Green and Blue Infrastructure Plan and the Manchester Tree Action Plan 2016-20. This work is an essential component of creating a climate resilient city and these plans are integrated as actions under Manchester's Climate Change Action Plan (MCCP). As highlighted in the report to the Environment and Climate Change Scrutiny Committee in July 2021, green infrastructure is continuing to be delivered under these plans. Between October 2020 and May

2021, over 1,000 trees and 1,175 hedge trees were planted across the city. Following engagement with residents, four community orchards were planted in Delamere Park, Openshaw; Kenworthy Wood, Northenden; and Mersey Bank Fields, Chorlton Park and Platt Fields Park in Rusholme.

These outcomes demonstrate achievement of targets set out in the MCCP.

2.8 As reported to the Neighbourhoods and Environment Scrutiny Committee in January 2019, the Council's Principles of Tree Management outlines the benefits of trees and things the Council does in relation to tree management. Trees in the city provide many environmental benefits including:

- helping neighbourhoods adapt to the impact of climate change;
- storing carbon;
- helping control flooding through sustainable urban drainage;
- improving air and water quality;
- contributing to soil formation, habitat provision and biodiversity;
- assisting with building energy-saving, through helping to provide shade in the summer and protecting from winds in the winter;
- improving health and wellbeing and encouraging activity;
- enhancing walkability;
- tackling fuel poverty by improving the energy-efficiency of homes.

2.9 In line with the Principles, the Council follows 'the right tree for the right place, for the right reason' principle regarding tree-planting. This ensures that all opportunities and constraints of a proposal are considered to generate a list of best-suited tree species for the given location, This includes consideration of the size the tree will grow to at maturity and the space available at the planting location, carbon storage and sequestration rates, ability to increase wildlife habitat, help improve the land's capacity to adapt to climate change, and aesthetic value. All trees sequester and store carbon; and while large trees are better in this regard than small trees, not all locations can accommodate large trees.

2.10 In 2020-2021 trees planted by the Council across the city included:

- Standard trees = 1,001 - (29 in Parks, 66 in Cemeteries and 912 in Streetscape)
- Beacon trees = 6 - (Cemeteries)
- Hedgerows = 208 linear meters, consisting of 1,175 individual tree whips - (Cemeteries and streetscape)

2.11 Strategic Regeneration Frameworks (SRFs) are used to address the Council's objectives including how environmental, social, design and economic requirements should be achieved at the scale of specific urban areas. By working at a smaller scale than the Local Plan and by engaging with the market, SRFs present opportunities to drive innovation and deliver best practice outcomes that work with the specific opportunities presented by different locations across the city and are up to date with current policy and technology trends. When involving procurement by the Council, SRFs also

allow application of our 10% weighting for environment as part of tender evaluations.

2.12 In Manchester we use SRFs to help deliver a range of outcomes for strategic sites in the city; they include a strong focus on sustainability issues and objectives to address climate change. For instance, Victoria North, one of the city's largest SRFs being delivered, has been planned to facilitate radical change in current patterns of energy generation, distribution and use, aligned with the Manchester Climate Change Strategy and 2038 zero carbon target. This will include:

- promoting active travel through public realm and street design;
- adopting high standards of building design and thermal efficiency to minimise the energy required for heating and cooling;
- moving transport away from the Internal Combustion Engine, to active travel, car free streets, public transport, low and zero carbon energy forms including providing and enabling EV charging within developments;
- designing heating and cooling systems for a low and zero carbon future;
- taking opportunities for renewable zero carbon energy to be generated and used throughout Victoria North;
- exploring the potential for district heating, hydrogen, or other, zero carbon energy sources;
- working collaboratively with ENWL to reinforce the local electricity network to support the increasing adoption of electrical energy as the best means of moving to low and zero carbon energy;
- using Smart Grids and MicroGrids for efficient energy consumption and distribution;
- increasing the adoption of digital technologies such as the Internet of Things;
- improving existing physical utilities infrastructure within Victoria North;
- using innovative commercial arrangements;
- integrating Sustainable Urban Drainage Systems (SuDS) features into highways and public realm to reduce surface water runoff and attenuate rainfall;
- designing healthy and resilient communities where residents have access to quality homes, open spaces, transport, employment, education and healthcare within a 20-minute neighbourhood;
- exploring the adoption of circular economy solutions that enable adaptability and flexibility over the life of buildings; and,
- promoting high quality public realm that provides for greater biodiversity, health and wellbeing and flood resilience.

2.13 The Central Retail Park (CRP) vision is to create an exemplary net zero carbon¹ commercial district attracting new businesses and talent to

¹ The term net zero carbon refers to the net zero balance achieved when the amount of carbon added to the atmosphere is no more than the amount removed. While some individual schemes in Manchester refer to 'net zero,' our overall commitment is to become zero carbon by 2038 at the latest (based on the Tyndall Centre for

Manchester. To deliver the net zero district the CRP Development Framework requires any development on the site to adopt a hierarchical approach to resource consumption including:

- minimising energy demand through adoption of passive measures;
- prioritising integrated renewable energy generation including PV and water or ground source system, including opportunities for open loop heat pumps to capitalise on the site's geology;
- specifying a smart grid implementation philosophy to manage energy flows supported by energy storage including batteries;
- designing for low embodied carbon materials from the outset, to minimise waste of resources in architecture and urban planning;
- water systems should seek to limit potable water demand, and strategies should be development to meet demand through sustainable approaches including on-site rainwater harvesting and greywater recycling;
- waste management in construction and operation following best practice principles of demand minimisation and circular economy;
- life cycle costing, whole life carbon modelling and post occupancy evaluation to reduce both embodied and operational resource use;
- green and blue infrastructure strategies which support the principle of biodiversity net gain across the site;
- a requirement for contractors to limit construction site impacts through robust construction site environmental management policies.

2.14 The Mayfield SRF sets out a vision for a development based around the first new city centre park in Manchester for more than 90 years, and delivering up to 1,500 new homes, 1.6million sq. ft. of high-quality workspaces, and retail and leisure opportunities including two hotels. Key sustainability elements in the SRF include:

- an overarching sustainable development strategy that encompasses building design, maximises the opportunities from green and blue infrastructure, and encourages active travel and public transport use through improving connections;
- strong green and blue infrastructure objective including transforming previously industrial and largely derelict land into a park; green and blue assets being developed through opening up the River Medlock as a feature through the park, plans to use an area of the park for flood relief, increasing climate change resilience, 'Wildscape' and wetland habitat development to increase biodiversity.

2.15 Planning applications regardless of location are also required to be supported by a range of information which is assessed as part of the decision-making process. This includes:

Climate Research definition of zero which is at least a 95% reduction i.e. a reduction of 35,547 tonnes CO₂ from the 2018/19 total which would mean the Council's direct emissions in 2037/38 would be less than 1,871 tonnes CO₂). Although our plans include investment in green and blue infrastructure to increase carbon storage and sequestration, reaching zero carbon will not include offsetting our emissions.

- air quality impact assessment and mitigation;
- identification of ecological features or wildlife habitats and proposed biodiversity measures;
- Environmental Standards Statement addressing sustainability ratings and provision of renewable energy, along with a Building Research Establishment Environmental Assessment Method (BREEAM) pre-assessment rating (typically requiring at least a Very Good rating)
- Blue and Green Infrastructure Statement;
- Flood Risk Assessment for sites in a designated Flood Zone or over 1 hectare in size, or over 0.5 hectares for sites in Critical Drainage Areas;
- Sustainable Urban Drainage Strategy;
- Transport Statement, including provision or futureproofing for electric charging points, public transport consideration, and parking management strategy;
- Travel Plan including strategies for integrating sustainable travel based on evidence of anticipated transport needs;
- where trees are impacted, a tree age and condition survey is required together with a tree replacement scheme;
- demonstration of how carbon emissions will be minimised, working toward zero emissions, through energy efficiency, renewable energy and contributing to low and zero carbon decentralised energy infrastructure.

- 2.16 These documents are assessed and where appropriate considered by specialist advisors to enable an informed and balanced decision to be made, having regard to all key objectives. Together with addressing climate change this includes delivering new homes and jobs to support a strong, competitive economy.
- 2.17 As outlined in the report to Executive of 11 March 2020, officers had at that time recently refreshed the local validation checklist for development proposals to require the submission of a Construction Management Plan (CMP). Broadly speaking construction impacts are not material considerations for the local planning authority as these are controlled through other legislation. Requiring a CMP at the planning stage, however, allows early consideration of such impacts by relevant parties and enables potential amenity and environmental issues and mitigation measures to be identified.
- 2.18 **Carparking:** New developments, including residential, employment uses, and educational establishments are subject to a full consideration of appropriate levels of car parking. This will depend on the site's context and its sustainability in relation to access to public transport, cycle and walking networks. The approach to car parking needs to be practical and reflect end user requirements whilst providing a balance between catering for the use of cars and other vehicles as well as promoting alternative means of transport. Where appropriate a proposal will be subject to a travel plan which is a long-term strategy for integrating sustainable travel into the planned development. The travel plan will be based on evidence of the anticipated transport impacts of the development and set measures to promote sustainable alternative

modes of transport including walking and cycling. Electricity charging points are also required within new development (or there is a provision for future proving), together secure safe cycle parking. In assessing the overall design of a development scheme, we also consider the design of carparking to ensure it aligns with other policies including flood risk and sustainable drainage, including consideration of construction materials and how these relate to water run-off and infiltration.

- 2.19 A key aspect for new development is how improvements can be incorporated to improve place making and this includes more secure and better walking routes. Many schemes in the city centre, for example, have opened up improved access to our waterways or more permeable routes.
- 2.20 The Core Strategy itself incorporates guidance for the maximum number of car parking spaces to be incorporated into new development as well as minimum numbers of cycle spaces. However, we will always engage with developers to negotiate the optimum number of safe secure cycle spaces for any proposed development. For example, we negotiate for at least 100% cycle parking to be incorporated in new residential development.
- 2.21 Electric charging points are also the subject of negotiation, as well as the type of charging points to be installed. Fast charging points which are fit for purpose, as well as the infrastructure, for any required additional points are also required. The Council, working closely with Transport for Greater Manchester, has produced guidance on the number and types of charging points to be included. For example, any new houses are expected to deliver a charging point for each property with a percentage delivered for apartment schemes.
- 2.22 As well as measures to encourage alternative means of transport we also seek to address the physical impacts of carparking including visual appearance with screening by landscaping and trees (which can also reduce noise and pollution). This not only supports place making but in considering materials being used to surface a car park, the aim is, where appropriate, that they are permeable and incorporate sustainable drainage systems to reduce the risks of surface water run-off and flooding.
- 2.23 **Flood risk and sustainable drainage:** each planning application is checked before being registered in order to determine its sensitivity to flood risk - its flood zone and if it is within a critical drainage area. Dependent on location an application will need to be accompanied by information relating to drainage and where necessary, a flood risk assessment. For example, any development within Flood Risk Zone 3 (the most vulnerable location) or if it meets other criteria such as size of the site, a fully detailed Flood Risk Assessment must be submitted. Applications in other areas may also need to include an appropriate level of information. Dependant on the information required, an application will be subject to consultation with the Council's own Flood Risk Management Team and with the Environment Agency. Mitigation may be required as a condition of a grant of a permission.

2.24 In addition to the above, officers will always engage with developers to negotiate the best possible approach to drainage including looking at options for a sustainable urban drainage system (SuDS). SuDS aim to control surface water run-off at source by storing it locally through collection and cleaning before water is released back into natural watercourses. They can relieve pressure on sewer systems and reduce the risk of flooding by replicating a more natural process to manage flow rates. They can improve water quality by capturing and retaining any harmful pollutants and reduce the risk of polluted water entering watercourses. The type of drainage system appropriate for any development is subject to careful and full consideration taking into account National Guidance.

3.0 Opportunities of the Local Plan refresh

- 3.1 As required by Government, we are currently reviewing the Local Plan, working toward adopting an updated plan in 2023. This presents an opportunity to consider how the Plan is currently addressing climate change, and potential changes to strengthen this, given the urgency of the climate challenge and need to accelerate responses at all levels of society. Local Plans have a legal requirement to take account of climate change through Section 19(1A) of the *Planning and Compulsory Purchase Act 2004*. This requires local planning authorities to include in their Local Plans “policies designed to secure that the development and use of land in the local planning authority’s area contribute to the mitigation of, and adaptation to, climate change”.
- 3.2 The Local Plan Issues Consultation, published in March 2020, identified achieving zero carbon by 2038 at the latest as a key strategic issue to shape the refresh of the Plan. The consultation sought views on priorities to achieve the city’s carbon target and key potential actions in the Local Plan. As outlined in the report to Economy Scrutiny Committee in October 2020, many submissions emphasised the importance of tackling the climate emergency, with most encouraging the Council to do more. Feedback on climate change and other matters collected through the Issues Consultation will inform further development of the updates Local Plan.
- 3.3 Places for Everyone, which will form a significant part of the city’s local development framework, already sets out various policies to address climate change. On 28 July 2021, the Executive approved Places for Everyone to undergo a public consultation, expected to start on 9 August. While addressing climate change is fundamental to the plan as a whole and integrated across policies, policies in Places for Everyone which have specific references to climate change or carbon emission reductions include:
- JP-S 1 Sustainable Development
 - JP-S 2 Carbon and Energy
 - JP-S 3 Heat and Energy Networks
 - JP-S 4 Resilience
 - JP-S 5 Flood Risk and the Water Environment
 - JP-S 7 Resource Efficiency

- JP-J 1 Supporting Long-Term Economic Growth
- JP-G 2 Green Infrastructure Network
- JP-G 5 Uplands
- JP-G 7 Trees and Woodland
- JP-G 9 A Net Enhancement of Biodiversity and Geodiversity
- JP-P 1 Sustainable Places
- JP-P 2 Heritage
- JP-C 1 An Integrated Network
- JP-C 4 Streets for All
- JP-C 6 Freight and Logistics
- JP-C 7 Transport Requirements of New Development

3.4 Areas in the Local Plan that could be considered to further strengthen the city's response to climate change include building standards, local energy generation, green and blue infrastructure, biodiversity, transport and adaptation. The table below gives an overview of current policy in key areas, work underway, and potential issues for consideration as part of the Local Plan refresh.

Policy area	Current Local Plan policies	Related work underway	Opportunities to consider in Plan refresh
<i>Land use</i>	SO1. Spatial Principles Policy EC 1 - Employment and Economic Growth in Manchester	Places for Everyone – chapter on Sustainable and Resilient Places provides strategic framework for Local Plan	Compact and efficient land use is central to the existing Local Plan and development frameworks for the city - these aspects should be maintained.
<i>Building standards</i>	Policy EN 4 - Reducing CO ₂ Emissions by Enabling Low and Zero Carbon Development Policy DM 1 - Development Management	Report on Net Zero Carbon New Buildings considered by Manchester Climate Change Partnership in late July, including recommendations for a 'Manchester Standard'.	Consideration to adopt Manchester Standard for application in planning policy.
<i>Energy</i>	Policy EN 6 - Target Framework for CO ₂ reductions from low or zero carbon	Feasibility study into potential for large scale renewable energy generation to deliver 7000 tonnes of CO ₂ savings by 2025.	Potential to strengthen requirements for energy generation as part of development proposals. Link with outcomes of feasibility study and local area energy plan

	energy supplies Policy EN 7 - Energy Infrastructure opportunities	Local area energy plan being developed in partnership with Catalyst UK and GMCA.	to site-specific opportunities across the city.
<i>Biodiversity</i>	Policy EN 15 - Biodiversity and Geological Conservation	Biodiversity strategy being reviewed with a view to refreshing in early 2022. Government's future Environment Bill may require 10% biodiversity net gain.	Consider response to Environment Bill, if/when it is passed, and biodiversity net gain as part of development proposals and/or across wider city.
<i>Green and blue infrastructure</i>	Policy EN 9 - Green Infrastructure Policy EN 17 - Water Quality	Refresh of Green and Blue Infrastructure Strategy. Tree Opportunity Mapping strategic work nearing completion. Our Rivers, Our City - River Valley Action Plans commission underway.	Potential to enhance green and blue infrastructure requirements (e.g. tree specification to mitigate climate and environment issues such as air quality).
<i>Transport</i>	Policy T 1 - Sustainable Transport Policy CC 5 - Transport Appendix B Parking Standards	GM Streets for All strategy, to be considered by the GMCA in September, will set out approach to improving streets to enhance active and public transport infrastructure and support adoption of low and zero carbon transport. GM EV Charging Infrastructure Strategy anticipated to be considered by GMCA in July, sets out principles to ensure EV users will have access to charging points.	Potential to strengthen EV charging provision requirement for development to meet growing demand. Potential to increase cycle parking provision standard and consider inclusion of cycle storage facility standards.

<i>Air quality</i>	Policy EN 16 - Air Quality	GM Clean Air Plan approved by Executive on 28 July	Potential to consider tree planting guidance to address air quality and mitigate climate change impacts.
<i>Adaptation</i>	Policy EN 8 - Adaptation to Climate Change Policy EN 14 - Flood Risk	Places for Everyone includes a draft policy on sustainable drainage. Manchester- Salford- Trafford Strategic Flood Risk Assessment (SFRA) already undertaken SHLAA includes assessment of flood risk of sites	Consider ways to strengthen climate adaptation such as increased requirements for sustainable urban drainage.

4.0 Environmental Impact Assessment

- 4.1 Environment Impact Assessment (EIA) is another tool in the planning system which seeks to manage potential significant environmental impacts of development. The aim of an EIA is to identify and where appropriate mitigate significant harm when deciding whether to grant planning permission. In addition, EIA also ensures interested parties are engaged in the process at an early stage and there is an effective opportunity to participate in the decision-making procedures.
- 4.2 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 set out a procedure for identifying which projects should be subject to EIA, and for assessing, consulting and coming to a decision on those projects which are likely to have significant environmental effects.
- 4.3 EIA should not be a barrier to growth and will only apply to a small proportion of projects considered within the planning regime, although it must be noted they can apply to certain works covered by permitted development rights. Local planning authorities have a well-established responsibility to consider the environmental implications of developments which are subject to planning control. Local planning authorities and developers should carefully consider if a project should be subject to an EIA. If required, they should limit the scope of assessment to those aspects of the environment that are likely to be significantly affected. Pre-application engagement helps to identify when a proposal would be subject to EIA.
- 4.4 There are key stages to the EIA process:
- Proposals are screened in order determine whether a project falls within the remit of the Regulations, whether it is likely to have a

significant effect on the environment and therefore requires an assessment.

- A Scoping exercise is carried out to determine the extent of issues to be considered in the assessment and therefore reported in the Environmental Statement. The applicant can ask the local planning authority for its opinion on what information needs to be included and this is called the scoping opinion.
- Where it is decided that an assessment is required, the applicant must prepare and submit an Environmental Statement. The Environmental Statement must include at least the information reasonably required to assess the likely significant environmental effects of the development.
- The Environmental Statement must be publicised.
- The Environmental Statement, together with any other information which is relevant to the decision, and any comments and representations made on it, must be taken into account by the Planning Service. It is extremely important that the submitted information within the Environmental Statement contains sufficient information to fully understand the environmental effects of the proposed development and any required mitigation. The mitigation must be sufficient to avoid, reduce or remedy those impacts.

4.5 Key to requiring an EIA is that the potential impacts must be of more than local significance; there is also clear guidance and case law to assist in determining what is relevant and what may constitute EIA development.

5.0 Conclusion and next steps

- 5.1 As a planning authority we already have a strong focus and a range of measures that are working to both reduce the risk of and mitigate against potential impacts from climate change. The Local Plan and many policies within it form a key part of this, along with the emerging GM policies within Places for Everyone. We have a track record of delivering key outcomes through the planning process and by driving best practice in partnership with the private sector.
- 5.2 The Local Plan refresh presents an opportunity to consider strengthening the city's climate ambitions through the planning process. Notwithstanding the prominence of climate change, the new Local Plan will need to continue to deliver on a range of fronts including supporting an inclusive economic growth and recovery from the COVID-19 pandemic, together with other key Council objectives for new homes.
- 5.3 Climate change is clearly a foremost priority for the Council – this is already reflected in work undertaken to date on the Local Plan refresh, such as the 2020 Issues Consultation. It is important to recognise, however, that the Plan will be assessed by the Government's independent Planning Inspectorate examination process. This will require a robust evidence base to withstand scrutiny with viability and deliverability being a prerequisite to this process.

- 5.4 From discussions with industry it is clear many developers already recognise the importance of addressing climate change issues. Many contractors, developers and occupiers understand their corporate social responsibility and how important this issue is to decision makers. Engaging with industry partners, for example through the work to develop an approach to net zero new build with the MCCP, is helping to understand what is achievable and deliverable. There may be areas of the development market needing more encouragement - the planning system will be key to this process.
- 5.5 In the coming months, as part of the development of preferred policy directions for the Local Plan (the next stage of the refresh process) officers will report back to the Committee on options for reinforcing climate change policy in the Plan.

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**Manchester City Council
Report for Information**

Report to: Environment and Climate Change Scrutiny Committee
– 9 September 2021

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
- Work Programme

Recommendation

The Committee is invited to discuss the information provided and agree any changes to the work programme that are necessary.

Contact Officers:

Name: Lee Walker
Position: Scrutiny Support Officer
Telephone: 0161 234 3376
Email: lee.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 Environment and Climate Change 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
13 January 2021	NESC/21/06 Monitoring and Compliance – Construction Sites	Recommend that Officers, in consultation with the Executive Member for Environment, Planning and Transport arrange a briefing session for Members of the Committee that provides an overview of a range of activities that included, but not restricted to planning and related enforcement; roles and responsibilities and Traffic Regulation Orders.	A response to this recommendation has been requested and will be reported back once received.	Julie Roscoe Director of Planning, Building Control and Licensing
24 June 2021	ECCSC/21/06 Overview of the Parks Strategy	All planned park events are advertised on notice boards at the entrance to parks	The programme of activity for the summer was advertised in notice boards and where appropriate at parks entrances. Information included activity taking place in that location and at other sites in the same locality. This was supported by large banners displayed at key sites which directed interested parties to the Loads To Do website. There are some key learning points that are being reflected on by	Neil Fairlamb Strategic Lead (Parks, Leisure, Youth and Events)

			a working party set up to review current practise and potential service improvements.	
24 June 2021	ECCSC/21/06 Overview of the Parks Strategy	That the Council website should be regularly reviewed to ensure that all information relating to a ward, including park related informaiton was current and correct;	The working party on communications are also progressing this recommendation. The initial focus has been on the programme of activity including the 125+ weekly activities that take place across the estate and ensuring that they are advertised through the appropriate channels to maximise participation.	Neil Fairlamb Strategic Lead (Parks, Leisure, Youth and Events)
22 July 2021	ECCSC/21/11 Climate Change Action Plan Quarterly Progress Report: Q1 April - June 2021	That every school on a main arterial route with high traffic have a tree planting plan included as part of the tree strategy to promote clean air.	A response to this recommendation has been requested and will be reported back once received.	Julie Roscoe Director of Planning, Building Control and Licensing
22 July 2021	ECCSC/21/11 Climate Change Action Plan Quarterly Progress Report: Q1 April - June 2021	That every council employee and Councillor make a pledge to support climate change.	This recommendation has been accepted and will be progressed.	Cllr Rawlins Executive Member for Environment

22 July 2021	ECCSC/21/11 Climate Change Action Plan Quarterly Progress Report: Q1 April - June 2021	That all ward climate change plans across the city include a priority action to reduce carbon emissions and promote clean air, including but not restricted to no idling campaigns outside schools, developing walk to school schemes, road closures and the promotion of playing out schemes.	This recommendation has been accepted and will be progressed.	Shefali Kapoor Head of Neighbourhoods
22 July 2021	ECCSC/21/11 Climate Change Action Plan Quarterly Progress Report: Q1 April - June 2021	That the Chair write to the GMPF to urge them to disinvest from fossil fuels immediately and support the city's ambition to transition to a zero carbon city.	This recommendation has been accepted and will be progressed.	Cllr Igbon Chair of the Environment and Climate Change Scrutiny Committee

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 **27 August 2021**, 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.

There are no Key Decisions currently listed within the remit of this Committee.

**Environment and Climate Change Scrutiny Committee
Work Programme – September 2021**

Thursday 9 September 2021, 10:00 am (Report deadline Friday 27 August 2021)				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Climate Change Action Plan Annual Report	To receive and comment upon the Climate Change Action Plan Annual Report.	Cllr Rawlins	Carol Culley, David Houliston	
Manchester Climate Change Agency/Partnership Annual Report	To receive and comment upon the Manchester Climate Change Agency/Partnership Annual Report.	Cllr Rawlins	David Houliston	
Planning and its contribution to address climate change	To receive a report that describes how the planning policy and process is used to influence and address climate change. This report will include, but is not restricted to, an update on the Local Plan; describing the policy in relation to developers being required to install electric vehicle charging points and the delivery for suitable cycle storage facilities; and information on the approach to Environmental Impact Assessments.	Cllr Rawlins	Julie Roscoe	
Overview Report	This is a monthly report, which includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.	-	Lee Walker	

Thursday 14 October 2021, 10:00 am (Report deadline Monday 4 October 2021)				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Waste, Recycling and Street Cleansing Update	This is the annual update report that provides an update on progress in delivering waste, recycling, and street cleansing services and key priorities for the future. Further describing how this activity contributes to the climate change agenda; the work undertaken with partner organisations and an update on the Government's Waste Strategy.	Cllr Rawlins	Heather Coates Fiona Worrall	
Climate Change Action Plan - Quarterly Update report	To receive and comment upon the Manchester Climate Change Action Plan quarterly update report.	Cllr Rawlins	Samantha Nicholson	
Manchester Climate Change Framework and Implementation Plan 2.0 – Consultation Two Outcomes	To receive a report that describes the outcomes of consultation two undertaken in relation to the development of Manchester Climate Change Framework and Implementation Plan 2.0.	Cllr Rawlins	Manchester Climate Change Partnership and Agency	
Large Scale Renewable Energy Generation Feasibility Study	To provide an update on the outcome of a feasibility study on the potential for large scale renewable energy generation to deliver 7000 tonnes of CO2 savings by 2025 as per the action contained in the Climate Change Action Plan.	Cllr Rawlins	David Houliston	Executive Report
Overview Report	This is a monthly report, which includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.	-	Lee Walker	

Thursday 11 November 2021, 10:00 am (Report deadline Monday 1 November 2021)				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Flood Management Strategy	<p>To receive a report on the approach to flood management across the city, this report shall include:</p> <ul style="list-style-type: none"> - How this is coordinated locally and how this is delivered with neighbouring authorities that impact on Manchester. - Flood Risk Management and Resilience. - Lessons learnt from previous recent events. - role of the Civil Contingencies Unit. - Information on the strategies and planning in relation to local reservoirs. 	Cllr Rawlins	Fiona Sharkey	<p>Representatives from the Environment Agency to be invited.</p> <p>Invitation to be sent to Cllr Simcock to speak on his visit to the Environment Agency Control Room.</p>
Neighbourhood Working to address climate change	This report will provide information on how the Neighbourhood Teams are supporting local communities to deliver climate change. This will include an update on the In Our Nature programme pilot schemes; describing the approach and outcomes of partnership working and information on the delivery of active travel.	Cllr Rawlins	Shefali Kapoor	
Manchester City Council Estates Decarbonisation	To receive a report that describes the activities and progress to date the decarbonisation of the Manchester Council Estate.	Cllr Rawlins	Richard Munns	
Overview Report	This is a monthly report, which includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.	-	Lee Walker	

Thursday 9 December 2021, 10:00 am (Report deadline Monday 29 November 2021)				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Manchester Airport	To receive a report that considers the actions taken to reduce carbon emissions at Manchester Airport and an update on the progress made to reduce aviation related carbon emissions.	Cllr Rawlins	David Houliston	
Budget Related Reports				To be confirmed
Overview Report				

Thursday 13 January 2022, 10:00 am (Report deadline Friday 31 December 2021)				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Climate Change Action Plan - Quarterly Update report	To receive and comment upon the Manchester Climate Change Action Plan quarterly update report.	Cllr Rawlins	Samantha Nicholson	
Budget Related Reports				To be confirmed
Overview Report				

Thursday 10 February 2022, 10:00 am (Report deadline Monday 31 January 2022)				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Green and Blue Infrastructure Strategy	To receive an update report on the Green and Blue Infrastructure Strategy.	Cllr Rawlins	Julie Roscoe	

	This report will also provide an update on the implementation of the Manchester Tree Strategy.			
Manchester Climate Change Framework and Implementation Plan 2.0	To receive and comment upon the Draft Manchester Climate Change Framework 2.0.	Cllr Rawlins	Manchester Climate Change Partnership and Agency	
Overview Report				

Items to be scheduled				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Food Sustainability	To receive a report that provides an update on the work undertaken to support communities around the area of food sustainability and to provide an update on the work of the Manchester Food Board.	Cllr Rawlins	Angela Harrington	
Grounds Maintenance and the use of pesticides	To receive an update report on the approach to the use of pesticides when delivering grounds maintenance. This report will also provide an update on any relevant information relating to the service that falls within the remit of this committee.	Cllr Akbar	Matthew Bennett	See 'Manchester's Park Strategy – Progress through the Pandemic' considered June 2021. Not to be scheduled before Oct 2021.