



## **Environment and Climate Change Scrutiny Committee**

Date: Thursday, 9 December 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 9:30am on Thursday 9 December in the Council Antechamber, Level 2, Town Hall Extension.**

### **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**

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**Councillors** - Chohan, Flanagan, Foley, Hassan, Holt, Hughes, Igbon (Chair), Jeavons, Lynch, Lyons, Razaq, Sheikh, Shilton Godwin and Wright

## Agenda

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**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 11 November 2021.

Pages  
5 - 14

**5. Aviation and Carbon Emissions**

Report of the Manchester Climate Change Agency and Manchester Airports Group

Pages  
15 - 24

This report provides an overview of the relationship between aviation and the city's carbon emissions. It sets out how, as previously agreed, aviation-related emissions need to form part of a nationally agreed carbon budget for aviation, which should be compatible with the Paris Agreement, rather than being accounted for directly in the city's own discrete carbon budget. The report contains information on the work that Manchester Airport have been doing to reduce the ground-based carbon impact of their activities and the work that the wider Group is doing to ensure that the UK aviation sector achieves net zero emissions by 2050.

**6. Grounds Maintenance Update: The Use of Pesticides**

Report of the Strategic Director (Neighbourhoods)

Pages  
25 - 34

This report provides an update on the approach to the use of pesticides when delivering Grounds Maintenance.

**7. Overview Report**

Report of the Governance and Scrutiny Support Unit

Pages  
35 - 44

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

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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](http://www.manchester.gov.uk).

Smoking is not allowed in Council buildings.

Joanne Roney OBE  
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## Further Information

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

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This agenda was issued on **Wednesday, 1 December 2021** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 2, Town Hall Extension, Manchester M60 2LA

## **Environment and Climate Change Scrutiny Committee**

### **Minutes of the meeting held on 11 November 2021**

#### **Present:**

Councillor Igbon – in the Chair

Councillors Flanagan, Foley, Hassan, Holt, Hughes, Jeavons, Lynch, Lyons, Razaq, Shilton Godwin and Wright

**Apologies:** Councillor Chohan

#### **Also present:**

Councillor Craig, Deputy Leader (Finance)

Councillor Rawlins, Executive Member for Environment

Councillor Akbar, Executive Member for Neighbourhoods

Councillor Simcock, Member for Didsbury East Ward

Victoria Ryan, Business Partner, Association of Greater Manchester Authorities (AGMA)

Claire Nicholls, Flood Resilience Advisor, Environment Agency

Peter Costello, Area Flood and Coastal Risk Manager, Environment Agency

Lisa Lingard, Resident and Communities Programme Lead, Manchester Climate Change Agency

### **ECCSC/21/25      Urgent Business – Famine in Madagascar**

The Chair introduced an item of urgent business by inviting Cllr Flanagan to address the Committee.

Cllr Flanagan stated that in mid-2021, a severe drought in southern Madagascar had caused hundreds of thousands of people, with some estimating more than one million people, to suffer from food insecurity and being on the verge of famine. He stated that this was as a direct result of climate change. He therefore called upon the Government to urgently address climate change and called upon all Members to support a motion that was being drafted on this issue to be considered by Council.

Cllr Flanagan stated that all reports being considered by any Committee should explicitly articulate how the item being considered contributed to the Council's Climate Change Action Plan. He further stated that following the budget setting process an audit should be undertaken to consider how each Scrutiny Committee had considered the issue of climate change as part of their deliberations, with due consideration given to how this information was articulated so that it was accessible to members of the public.

#### **Decision**

To note the statement from the Committee member.

## **ECCSC/21/26          Minutes**

A Member requested that the list of all organisations in Manchester that had not signed up to the MCCA, and where available the reasons for not signing up was still outstanding. (See ECCSC/21/16 Manchester Climate Change Agency Progress Report 2021/22). The Scrutiny Support Officer was asked to follow up this request for information.

### **Decision**

To approve the minutes of the meeting held on 14 October 2021 as a correct record, subject to the above comment.

## **ECCSC/21/27          Budget Report**

The Committee considered the report of the Strategic Director (Neighbourhoods) that described that following the Spending Review announcements and other updates the Council was forecasting an estimated shortfall of £4m in 2022/23, £64m in 2023/24 and £85m by 2024/25. The report set out the high-level position and where Officers had identified options to balance the budget in 2022/23 which were subject to approval.

Key points and themes in the report included:

- Describing that the Local Government Finance Settlement would be released in December 2021;
- A longer-term strategy to close the budget gap was being prepared with an estimated requirement to find budget cuts and savings in the region of £40m per annum for 2023/24 and 2024/25;
- Describing the priorities for the services within the remit of this committee, including those to address climate change, details on the initial revenue budget changes proposed by officers and the planned capital programme.

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

- Consideration needed to be given to continued funding for the Climate Change Officers posts; and
- Analysis needed to be undertaken to understand the cost if action to address climate change was not taken.

The Deputy Leader (Finance) said that as part of the budget setting process the Council would articulate where the Council used the budget to contribute and support the core aims of the Council, and this included the commitment to address climate change.

### **Decision**

To note the report.

## **ECCSC/21/28            Approach to Flood Prevention and Management**

The Committee considered the report of the Strategic Director (Neighbourhoods) that provided the Members with an overview of the approach to flood prevention and management including:

Key points and themes in the report included:

- How this was coordinated locally and how this was delivered with neighbouring authorities that impacted on Manchester;
- Flood Risk Management and Resilience;
- Lessons learnt from previous recent events;
- Role of the Civil Contingencies Unit; and
- Information on the strategies and planning in relation to local reservoirs.

Accompanying the report, the Committee further received a presentation from the Environment Agency that provided an overview of the role and responsibilities of the agency. The Area Flood and Coastal Risk Manager, Environment Agency concluded the presentation by advising that it was important for residents living in a flood risk area to sign up for flood alerts and to adhere to any advice given to evacuate a property. He stated that failure to do so could result in additional demands and pressures on the emergency services and present additional dangers to residents. He further commented that the Environment Agency would advise the Gold Command when it was necessary to evacuate an area.

The Members then heard from Councillor Simcock who addressed the Committee and spoke of his experience during Storm Christoph. He described that he had witnessed the event and had visited the control centre in Didsbury. He paid tribute to all of the staff working at the Environment Agency during the event. He further paid tribute to the response provided by Council officers, the emergency services, Didsbury mosque and Southway Housing. He commented that the regular clearing of gullies was important to prevent episodes of flooding and consideration needed to be given as to the location of evacuation centres to ensure they were appropriate and accessible for all residents. He recommended that the Committee should undertake a site visit to the flood management arrangements in the Goyt Valley. The Chair endorsed this recommendation.

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

- Welcoming the report and presentation, noting the benefits of partnership working;
- Noting the absence of the Canals and River Trust from the list of members of the Greater Manchester Resilience Forum;
- Noting the information provided relating to nature based solutions and requesting that further information be provided on these projects and information on how residents could get involved with such initiatives;
- Recognising the importance of coordinated and factual information provided to residents at times of flooding, referencing the lessons learnt during the pandemic on this issue;

- The importance of ensuring that any communications were appropriate, especially for vulnerable residents;
- How were sandbags distributed to residents;
- Where could residents obtain flood resilience advice and information to protect their properties;
- Information regarding the modelling used for future flood management plans was requested;
- Noting the increased incidents of surface water flooding and what was being done to address this;
- What work is being done to protect the Council's own housing stock against flooding; and
- The need to communicate to residents, particularly young people, the dangers and risks associated with contaminated flood water.

The Area Flood and Coastal Risk Manager, Environment Agency stated that residents were involved with the nature based solutions projects, particularly supporting the ongoing maintenance of such schemes and he said that local Councillors would be contacted regarding local schemes. He stated that the modelling work for future plans was currently underway and could be shared with the Committee when available.

The Flood Resilience Advisor, Environment Agency welcomed the comments from the Committee and stated that she was willing to attend any resident events to speak on the issue of flood management. She commented that information was available for residents wishing to seek advice regarding home flood resilience measures, however the Environment Agency was unable to endorse any one product or service. She stated that residents should be directed to the Flood Hub website and the Blue Pages where information could be obtained. She further endorsed the comment regarding the need for factual information and recognised the importance of trusted key community contacts to disseminate this information at times of flooding.

The Head of Compliance Enforcement and Community Safety supported this statement and said that the Neighbourhood Teams were supporting the activity regarding improved communications with residents through the development of community flood resilience plans. She said that this was being done using all of the learning from Storm Christoph. She further noted the comments regarding the messaging on the issue of the dangers and risks associated with contaminated flood water and young people. She further reassured the Committee that the Canals and River Trust did assist with flood incidents, where appropriate, but they were not a Risk Management Authority or a Category 1 or 2 responder as defined by the Civil Contingencies Act and are not therefore required to undertake any specific civil protection duties under the Act. In respect of work being done to protect the Council's own housing stock from future flooding she agreed to raise this with the Director of Northwards.

The Head of Network Management advised that there were a limited number of sandbags available, and these were provided to the emergency services to deploy as they felt appropriate during incidents of flooding. He commented that there was a recognised demand from residents for sandbags and a policy on how to manage this demand was being considered to ensure it was equitable. He further commented that



the issue of surface flooding was recognised, and any new highways scheme was designed to account for the increased intensity of rain fall. The Business Partner, AGMA commented that the Multi-agency Flood Plan, specific to Manchester, was being reviewed and this had involvement from Highways. She said this would be shared with Members when this was finalised.

The Area Flood and Coastal Risk Manager, Environment Agency concluded by noting the importance of partnership working to address flood management and this was clearly demonstrated in Manchester and he thanked the Members for the opportunity to present to the Committee.

## **Decisions**

The Committee;

1. Recommend that Neighbourhood Teams review and strengthen the communication channels with residents around the issue of flooding and utilise local ward members as trusted community voices.
2. Recommend that priority should be given to the cleaning of gullies in those areas identified as being at risk of flooding.
3. Recommend that appropriate consideration is given to flood management on all future highways schemes.
4. That a visit be arranged for Members of the Committee to witness the flood management arrangements in the Goyt Valley.

## **ECCSC/21/29      The Role of Neighbourhood Teams In Developing Local Climate Change Activity and Partnership Working**

The Committee considered the report of the Strategic Director (Neighbourhoods) that provided information on how the Neighbourhood Teams were supporting local communities to engage in local climate change activity and reduce carbon emissions.

Key points and themes in the report included:

- An update on the In Our Nature programme pilot schemes;
- Describing the approach and outcomes of partnership working;
- Use of the Neighbourhood Investment Fund;
- Work of Climate Change Neighbourhood Officers including supporting development of wider partnership structures;
- Information on the delivery of active travel; and
- Describing the key elements that were required for the local approach to be successful.

In presenting the report the Head of Neighbourhood Management requested an amendment to the wording of paragraph 10.3 to read as follows;

'The 'Towards Inclusive Environmental Sustainability (TIES)' project based in the Sustainable Consumption Institute (SCI) at the University of Manchester is researching how the knowledge and practices of immigrants from the Global South contribute to building just and sustainable cities in the UK.

The TIES team has interviewed key representatives and organisations who engage in the green agenda and climate work in Greater Manchester and nationally. These interviews will help build a picture of the local context as well as identifying challenges to and opportunities for greater inclusivity.

In the next few months the team will be conducting a survey about the environmental behaviours, practices, and attitudes of residents in Greater Manchester (GM). They will be asking 400 non-UK born participants who have arrived from Pakistan or Somalia to the UK in the last 10 years and 100 UK-born participants to take part in the survey. Researchers will be available to help interpret and translate the survey for participants for whom English is not their first language.

The roll out of the survey will begin in Central Manchester. Areas including Moss Side, Rusholme, Hulme and Longsight. The TIES team welcome invitations from organisations and individuals to host 'Survey Groups' in these areas. They particularly encourage organisations who would like to support/run a sustainable group activity (e.g., a clothing swap, litter pick or host a guest speaker) alongside or during the survey group to get in touch. The TIES team will help facilitate these groups and activities. For further information, email Dr. Nafhesa Ali at [nafhesa.ali@manchester.ac.uk](mailto:nafhesa.ali@manchester.ac.uk) .'

The Committee also heard from the three Climate Change Officers who provided a verbal update on the work that had been delivered in their respective areas.

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

- Recognising the contribution that the Climate Change Officers had made and called for the continued funding of these posts;
- Noting the useful Energy Demand Solutions (CREDS) Place-Based Carbon Calculator tool;
- An update was sought as to Carbon Literacy training and if there was any intention to roll this out further; and
- How were the outcomes of the work described calculated in carbon savings.

The Head of Neighbourhood Management stated that the work of the Neighbourhood Teams, supported by the Climate Change Officers, all contributed to the Manchester Climate Change Action Plan. She stated that work was underway with the Tyndall Centre to formulate a methodology for reporting the carbon savings achieved as a result of these actions. She also commented that engagement work with local businesses in district centres would be undertaken.

The Strategic Lead (South) commented that the CREDS tool was a useful tool that had helped inform the local Neighbourhood Climate Change Plans as this mapped the local area to identify the 'hotspots' in each ward. The Resident and Communities Programme Lead, Manchester Climate Change Agency advised that the Tyndall

Centre were building upon the CREDS tool to develop a bespoke tool for Manchester and that Members would be updated on this at the appropriate time.

The Executive Member for the Environment stated that consideration was being given as to the next steps for carbon literacy training, including working with schools on the eco schools programme and various faith groups across the city.

The Executive Member for Neighbourhoods paid tribute to the work of the Climate Change Officers and the progress they had made in a relatively short period of time and in the context of the pandemic. He further called upon the government to adequately fund climate change activity.

### **Decision**

The Committee recommend;

1. That a briefing note is provided to Members regarding the future funding of the Climate Change Officers posts when this is available.
2. Recognising the positive climate change initiatives delivered in wards, that good practice and learning should be shared across all Neighbourhood Teams to help strengthen and embed climate change across the city.
3. Active Streets should be promoted and supported across all wards.

### **ECCSC/21/30      Manchester City Council Estates Decarbonisation**

The Committee considered the report of the Head of Estates and Facilities that described the activities and progress to date on the decarbonisation of Manchester City Council's operational estate.

Key points and themes in the report included:

- Providing an introduction and background;
- The Council's Climate Change Action Plan 2020-25 included a target to reduce annual emissions from the operational estate by 4,800 tCO<sub>2</sub>;
- Describing carbon reduction activity, noting that the Carbon Reduction Programme had been established to oversee the delivery of a wide range of energy efficiency and low carbon energy generation measures throughout the estate;
- An update on the Civic Quarter Heat Network;
- Describing other major construction projects that were underway that included significant opportunities to reduce carbon emissions, over and above the retrofit work carried out by the Carbon Reduction Programme; and
- Future projects in development.

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

- Recognising the work and progress reported to date;

- What was being done to address other smaller buildings and settings, such as those delivering child care and education; and
- Were carbon emissions as a direct result of construction included in the information provided relating to the number of major construction projects underway as part of the Estate Strategy.

The Head of Estates and Facilities stated that priority had been given to the largest carbon emitting buildings within the estate, however work was underway to understand the need of the wider estate in recognition that these will need addressing also. He advised that schools did not form part of the Council's estate, however as part of the capital funding for early years provision all carbon reduction options would be considered when improvements to these sites were considered.

The Head of Estates and Facilities advised that emissions as result of construction and the Estates Strategy were not included however the policy team had been asked to look into this. In addition, he added that the Capital Programme Team had adopted a Low Carbon Build Standard and that low carbon construction methods could be tested via the procurement process. He further commented that where possible the approach of Refurb and Reuse had been adopted to the estate and made reference to the decision to refurbish Alexandra House in Moss Side.

The Executive Member for the Environment commented that the Local Plan would be an opportunity to formalise the new build policy and support the carbon reduction ambitions of the city.

The Deputy Leader (Finance) proposed that further update reports would include a list of those remaining assets, adding that priority had been given the major assets in the first instance and Members needed to appreciate the scale of the challenge and the significant progress to date.

### **Decision**

To note the report.

### **ECCSC/21/31      Overview Report**

The report of the Governance and Scrutiny Support Unit which contained key decisions within the Committee's remit and responses to previous recommendations was submitted for comment. Members were also invited to agree the Committee's future work programme.

Following a discussion regarding receiving a report on construction companies and their impact on carbon emissions in the city, the Chair advised she would discuss this further with the Director of Planning and Building Control with a view to progressing this request.

### **Decision**

The Committee note the report and agree the work programme, noting the comments above.

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**Manchester City Council  
Report for Information**

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

**Subject:** Aviation and Carbon Emissions

**Report of:** Manchester Climate Change Agency and Manchester Airports  
Group (MAG)

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### Summary

This report provides an overview of the relationship between aviation and the city's carbon emissions. It sets out how, as previously agreed, aviation-related emissions need to form part of a nationally agreed carbon budget for aviation, which should be compatible with the Paris Agreement, rather than being accounted for directly in the city's own discrete carbon budget. The report contains information on the work that Manchester Airport have been doing to reduce the ground-based carbon impact of their activities and the work that the wider Group is doing to ensure that the UK aviation sector achieves net zero emissions by 2050.

### Recommendations

To note and comment on the content of the report.

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**Wards Affected:** All

<p><b>Environmental Impact Assessment</b> - the impact of the issues addressed in this report on achieving the zero-carbon target for the city</p>
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<p>This report considers the relationship between aviation and carbon emissions. Aviation contributes 2-3% to global carbon emissions and the emissions that arise from flying need to be considered as part of global and national carbon budgets as part of global efforts to keep global temperature rise to 1.5 degrees C of pre-industrial levels. The report sets out how it is proposed that aviation related emissions are accounted for and also reports on the work that Manchester Airport are doing to both reduce ground-based emissions and to contribute to the wider aim of reducing aviation-based emissions.</p>
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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	Manchester Airport is a significant economic asset and pre-pandemic employed 25,000 people on site. Aviation is however also a significant contributor to global carbon emissions and this report sets out how it is proposed to work with Government and other cities to ensure that the economic benefits of having a major international airport in the city can co-exist with efforts to reduce the environmental impacts of aviation.
A highly skilled city: world class and home grown talent sustaining the city's economic success	The Climate Change Framework includes the objective: 'To ensure that Manchester establishes an inclusive, zero carbon and climate resilient economy where everyone can benefit from playing an active role in decarbonising and adapting the city to the changing climate.' This report highlights both the challenges and opportunities of achieving this with respect to aviation-related emissions.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The Framework includes the objective: 'To improve the health and wellbeing of everyone in Manchester through actions that also contribute to our objectives for CO <sub>2</sub> reduction and adaption and resilience, with particular focus on those most in need.'
A liveable and low carbon city: a destination of choice to live, visit, work	The Framework includes the objective: 'To improve the health and wellbeing of everyone in Manchester through actions that also contribute to our objectives for CO <sub>2</sub> reduction and adaption and resilience, with particular focus on those most in need.'
A connected city: world class infrastructure and connectivity to drive growth	The Report sets out a proposed approach, working with Government and other cities, to address the need to reduce carbon emissions from flying in a way which is consistent with the wider carbon budget approach consistent to limiting global temperature rise to 1.5 degrees centigrade.

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Name: Richard Elliott  
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Name: Neil Robinson  
Position: Group CSR & Future Airspace Director, Manchester Airports Group

**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 Climate Change Framework 2020-25  
[www.manchesterclimate.com/framework-2020-25](http://www.manchesterclimate.com/framework-2020-25)

Manchester Climate Change Annual Report 2020  
[www.manchesterclimate.com/progress](http://www.manchesterclimate.com/progress)

## **1.0 Introduction and Background**

- 1.1 Manchester Airport is a core part of the city's and Greater Manchester's economy. Prior to the pandemic it employed 25,000 people directly on site and 76,000 indirectly, generating £4.5 billion for the local economy. Pre-pandemic, Manchester Airport had links to 210 destinations—more than any other UK airport. It is an international gateway for trade and travel, acting as a major draw for investment and development in Greater Manchester and the wider North, giving the region a competitive advantage over many other UK regions. For example, over two years its direct route to China helped to grow export values in the north by 41%, bringing with it £250 million to the visitor economy. The airport operates in a highly competitive market to attract airlines and worked hard over many years to develop its route network.
- 1.2 The direct economic benefits of having a major international airport in the city are therefore considerable. The airport and aviation does however make a contribution to carbon emissions and, consistent with the city's ambition to be carbon neutral by 2038, it is important that ground emissions from the airport are considered in the overall strategy to limit overall carbon emissions. In the Climate Change Framework, which was developed by the Manchester Climate Change Agency and adopted by the City Council, on behalf of the city, emissions from flights from Manchester Airport are not included in the definition of net zero carbon for the city. This is because the analysis undertaken by the Tyndall Centre at Manchester University allocates aviation emissions to a UK-wide aviation carbon budget, rather than allocating emissions to specific local authority areas.

## **2.0 Aviation sub-objective**

- 2.1 The Manchester Climate Change Framework includes a specific sub-objective for aviation which will be updated in the Framework refresh. MAG has worked with the Partnership to support its delivery and offer industry expertise.
- 2.2 The Manchester Climate Change Framework recognises the specific nature of aviation and the risk that regional policies which unilaterally impose costs in one region that are not shared nationally or internationally, can distort the aviation market and potentially displace flights and emissions without effecting any reduction in emissions. The Framework commits Manchester Climate Change Agency and MAG to work with Government to ensure that national aviation emissions are consistent with the temperature goals of the Paris Agreement. There has been significant progress in the last year, with the Government consulting on its Jet Zero Strategy and sustainable aviation fuel mandate. The Jet Zero Strategy sets out Government priorities for how the UK will achieve Net Zero including system efficiencies through airspace modernisation; advances in technology towards zero-emission flights; and investment in developing Sustainable Aviation Fuels.
- 2.3 In addition to transition to net zero, the Government is a leader in international policy. International aviation is regulated through the United Nations body, International Civil Aviation Organisation (ICAO). ICAO has already introduced

Carbon Offsetting and Reduction Scheme for International Aviation (CORSA) which caps net aviation emission at 2019 levels. In 2022, the ICAO General Assembly will meet and this will present an opportunity to adapt CORSA to reduce emissions in line with the Paris Agreement.

- 2.4 The Framework also prioritises the information provided to passengers so that consumers can make informed choices about whether to fly and to influence their choice of airline. The Climate Change Partnership and MAG continue to work together in the development of the revised Climate Change Framework, which is due to be finalised in the New Year.
- 2.5 There is an opportunity for Manchester to take a lead in its work on creating a more sustainable aviation sector by building on the work already being undertaken here. Some of the pioneering work being undertaken by Manchester Airport is set out in more detail in the section below.

### **3.0 Manchester Airports Group – Introduction**

- 3.1 Manchester Airports Group (MAG) owns and operates Manchester, London Stansted and East Midlands airports. Prior to the pandemic all three airports had experienced a sustained period of incremental growth so that by 2019 they handled just under 60 million passengers annually. Independent estimates suggest that this activity supported £8.2 billion in Gross Value Added to the national economy and that the airports and their supply chains supported 131,000 jobs. Operations at Manchester Airport directly supported 25,000 jobs on site, and this was estimated to contribute £1.4 billion in GVA to the regional economy.
- 3.2 Corporate Social Responsibility (CSR) has been a priority for MAG in both operating and developing its airports. With active programmes supporting education, skills and employment, MAG seek to ensure that the benefits of the airports' operations are shared with the communities within which the airports operate. MAG's CSR Strategy is available online<sup>1</sup>.
- 3.3 COVID-19 and the resultant Government restrictions have had a devastating impact on the aviation sector. Passenger numbers were dramatically reduced so that in financial year 2020/21 passenger numbers fell to 6.3m, a reduction of 89% on 2019 levels. With the gradual relaxation of travel restrictions, operations are beginning to return to normal. Whilst the impact of the pandemic has been severe, MAG believes it is temporary, and do not anticipate any lasting impacts on the airports' long-term prospects for growth. Consistent with the Government's 'Making Best Use of Existing Runways' policy, MAG expect passenger numbers to recover and for policy to continue to support responsible and sustainable growth.
- 3.4 MAG is committed to playing a full part in the drive towards net zero emissions and it is important that the airports' operations and future growth takes place within acceptable environmental limits. This paper summarises the work

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<sup>1</sup> [www.magairports.com/responsible-business](http://www.magairports.com/responsible-business)

undertaken by MAG to reduce the emissions that contribute to climate change and its work with partners to support the broader decarbonisation of aviation.

#### **4.0 Carbon reporting**

- 4.1 Internationally, aviation is estimated to account for 2-3%<sup>2</sup> of carbon emissions. Given the higher proportion of international travel passing through the UK, and the higher propensity to fly, aviation's estimated contribution to UK emissions is higher at 7%<sup>3</sup>.
- 4.2 MAG has been calculating and reporting its carbon footprint for many years. The detail of the information published has changed over time consistent with evolving regulatory requirements and developments in best practice. MAG's full carbon account is published online<sup>4</sup>.

#### **5.0 Carbon neutral airports**

- 5.1 In 2006/7 MAG made the ground-breaking commitment to make its airport operations carbon neutral by 2015. Consistent with this target, Manchester Airport became the first in the UK to be certified as carbon neutral in 2015, with East Midlands and London Stansted certified shortly after.
- 5.2 Consistent with international accounting practice, the commitment to carbon neutrality includes all of MAG's direct emissions (Scopes 1 and 2). These emissions are either eliminated, or where they cannot yet be mitigated, are compensated for by purchasing high quality carbon off-sets (Figure 1).
- 5.3 Figure 1 below shows a graph of MAG's emissions. Over the course of the last decade, emissions have reduced by approximately 89%. This reduction has been achieved by a strong focus on energy efficiency, the generation of energy from renewable sources and the purchase of all remaining electricity from renewable sources.

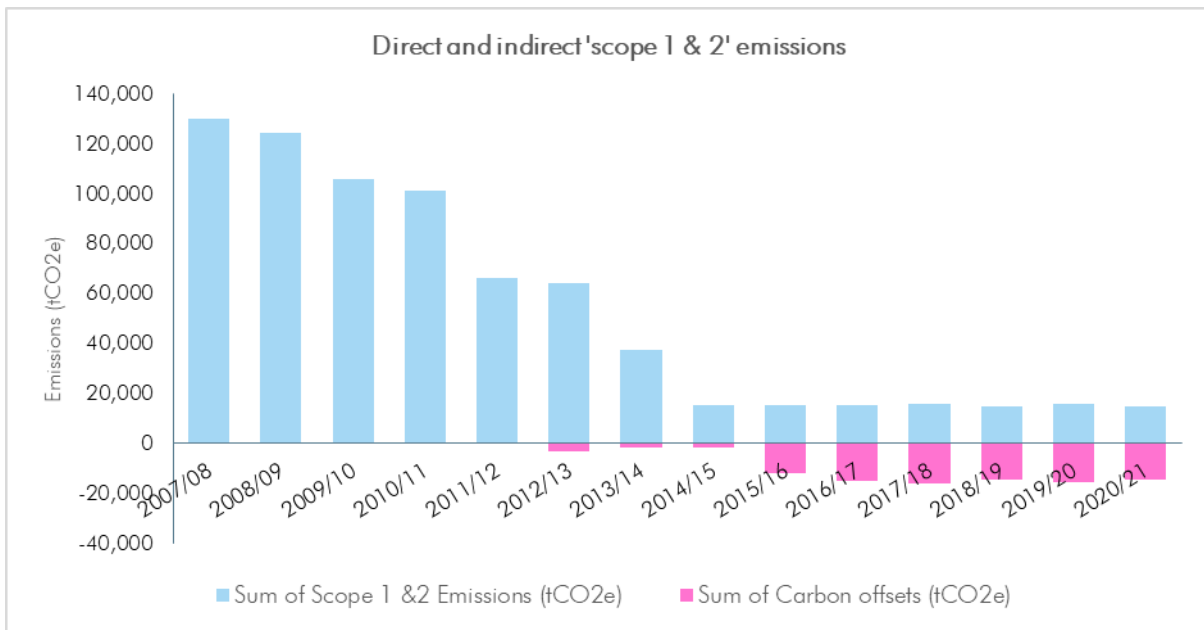
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<sup>2</sup> Source: Jet Zero Strategy (2021), Department for Transport

<sup>3</sup> Source: Sixth Carbon Budget (2020), Committee on Climate Change

<sup>4</sup> <https://www.magairports.com/responsible-business/csr-reports/>

Figure 1



- 5.4 By way of illustration, innovating and investing in energy efficiency, means that the electricity and gas consumed at Manchester Airport has reduced by 55% since 2007/08. During the same period passenger numbers at the airport increased by 28%, resulting in a reduction in energy use per passenger of 71%. The newly opened facilities in Terminal 2 at Manchester have embedded this learning and gone further, with the new facilities 15% more efficient than the previous generation of facilities.
- 5.5 Whilst the generation of energy at an airport can be challenging, due to safety and space constraints, on-site wind turbines, solar PV and ground source heat pumps have been installed in a series of developments across all three MAG airports. Recently, MAG announced the intention to install large-scale solar power generation at Stansted Airport.
- 5.6 MAG began to buy a proportion of electricity from renewable sources in 2004. The proportion of power sourced from renewable generation was progressively increased to 100% by 2011/12.
- 5.7 To date, some residual emissions have proven disproportionately difficult or expensive to mitigate. Most of these emissions arise from the operation of ground support vehicles, the use of gas to provide heating and hot water, and fugitive emissions from air conditioning plant. To compensate for these remaining issues, MAG buy independently verified Gold Standard carbon offsets. The projects MAG has supported include the purchase of more efficient cook stoves, used by families in Africa. These stoves reduce fuel use and have the additional benefit of improving indoor air quality and generating local employment.
- 5.8 With advances in vehicle technology and the progressive replacement and enhancement of key assets, including the remaining gas fired boilers, MAG is

now in a position to reduce the remaining emissions from MAG airports. Over the next decade MAG will transition to a fleet of ultra-low emission vehicles and will also tackle remaining emissions from heating and cooling. This will take MAG as close as possible to zero emissions, with any remaining emissions compensated for by the purchase of permanent carbon removals. Consistent with the commitment made by Manchester City Council and across Greater Manchester, MAG has committed to achieving net zero emissions no later than 2038.

- 5.9 MAG's work in this area has been widely recognised as industry leading. In 2021 MAG was rated by the Financial Times as one of 300 climate leaders and the highest rated transport business in Europe.

## **6.0 Indirect (scope 3) emissions**

- 6.1 In addition to emissions from the airports, MAG's reported carbon footprint highlights indirect emissions which are associated with its airport operations. The two most important emission sources are aircraft operations and surface access journeys made by passengers and staff accessing the airport. Given the scale of these emission sources, which are both much greater than airport emissions, MAG is closely engaged with their mitigation and working closely with others to ensure they too are consistent with the national objective to achieve net zero emissions.

## **6.2 Emissions from surface access**

- 6.3 To minimise emissions from surface access journeys to and from its airports, MAG work closely with local partners. At Manchester Airport, this includes Transport for Greater Manchester (TfGM) and other providers of public transport services. Stakeholders meet regularly through the Airport's Transport Forum and, to accompany the recent investment in the Manchester Transformation Project, Manchester Airport have reviewed, updated and published the new Airport Travel Plan. The Airport Travel Plan commits the airport to reducing the proportion of staff travelling in single occupancy cars and encouraging active travel and public transport.
- 6.4 In recent years infrastructure supporting public transport at Manchester Airport has been substantially improved with the addition, in 2015, of another two platforms to the railway station. This has doubled rail capacity, providing connectivity across the North and North Wales. The resulting growth in recorded passenger entries and exits of 23% was the highest amongst the UK's large city centre stations and airport stations between 2018/19 and 2017/18, only London Bridge saw higher growth.
- 6.5 In 2016, Manchester Airport welcomed the Metrolink extension, after a £50m investment, and by 2019 passenger numbers had grown to 200,000. To make rail travel more affordable for staff, people working at the airport qualify for a 25% discount (subject to the purchase of a railcard at a cost of £20).

- 6.6 Despite the 2015 expansion and 2016 Metrolink extension, between the May 2018 timetable change and the onset of the COVID 19 pandemic, the rail system was completely unable to cope with the levels of passenger demand, let alone further growth. The root cause of these issues has been the failure to complete the Northern Hub programme of investment. This has exacerbated existing issues and resulted in major reductions in reliability. Manchester Airport in its position as a spur was particularly badly affected, with some of the worst levels of cancellations and delays across the North of England rail network, with significant impacts on passengers and staff.
- 6.7 MAG recognise the vital role that bus services provide, particularly to support staff travel. With the introduction of a levy on parking charges for 'drop off', Manchester Airport have been able to provide greater support to local bus services, including working with Stagecoach to extend existing services so that they better serve the airport campus. MAG also provide all new starters at the airport with four weeks' free travel and have launched a car share scheme, funded new cycle parking and cycle maps and, with the support of TfGM, trialled the use of demand response travel in target areas, including Wythenshawe.
- 6.8 MAG's CSR Strategy commits to extending a parking levy to other areas, so that greater financial support can be provided for public transport services. In recognition of the progress Manchester Airport has made, in 2020 TfGM awarded the Airport a Gold Award for staff travel.

## **7.0 Aircraft emissions**

- 7.1 In 2013, all major companies in the UK aviation and aerospace sectors came together to work in coalition to address the sustainability challenges the industry face. The Sustainable Aviation coalition recognises that no single company or sector can deliver the radical change that will be necessary to make net zero aviation a reality.
- 7.2 Drawing on the best expertise from across the sector, Sustainable Aviation has set out a pathway by which UK aviation emissions can reach net zero by 2050. This thorough evidence base is included in the Sustainable Aviation Decarbonisation Road-Map<sup>5</sup>.
- 7.3 The Road-Map has provided confidence to the industry that net zero aviation, whilst challenging to achieve, is a practical reality. In 2020 the CEOs of all major UK aviation and aerospace companies came together to pledge to achieve net zero emissions by 2050. This pledge was jointly signed by the Secretary of State for Transport. The work undertaken in the UK has catalysed international efforts to establish a similar long-term plan. Recently the International Air Transport Association (IATA), which represents the world's major airlines, joined the pledge to reach net zero by 2050.

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<sup>5</sup> [https://www.sustainableaviation.co.uk/wp-content/uploads/2020/02/SustainableAviation\\_CarbonReport\\_20200203.pdf](https://www.sustainableaviation.co.uk/wp-content/uploads/2020/02/SustainableAviation_CarbonReport_20200203.pdf)

- 7.5 MAG has been at the heart of this work, chairing the Sustainable Aviation coalition throughout the development of the Decarbonisation Road-Map and bringing companies together to support the pledge.
- 7.6 Delivering the decarbonisation pathway set out by Sustainable Aviation requires a close partnership with Government, to provide the right long-term policy framework. In 2020, the Government formed the Jet Zero Council, chaired jointly by Secretaries of State for Business, Energy and Industrial Strategy and Transport. The Council brings together the most senior level of government with the industry's senior leaders. MAG's CEO is one of two airport representatives on the Council. MAG was fundamental to the establishment of Jet Zero Council, which was later backed by industry.
- 7.7 The Road-Map requires the modernisation of airspace arrangements. Better utilising the technology that is already onboard aircraft can significantly improve efficiency and reduce emissions. Importantly these emission savings can be realised in the short term. At MAG's airports the process of modernising airspace arrangements has already begun, and initial engagement is underway with stakeholders on the design for new flight paths.
- 7.8 The manufacture of kerosene from sustainable sources is critical to the delivery of the Road-Map. It is assumed that the first commercial scale production facilities in the UK will be completed by the middle of the decade and that by 2050, more than 30% of fuel used will be sustainable aviation fuel (SAF). MAG recently announced an agreement with Fulcrum Bio-Energy, who are developing a SAF production facility at Stanlow, which would be directly connected by an existing pipeline to Manchester Airport. This facility aims to begin production by 2026 and to reach a production level of approximately 100 million litres of sustainable fuel per annum.
- 7.9 New aircraft entering service at MAG's airports are delivering significant fuel savings, they are in the region of 14-20% more efficient than the aircraft they replace. The Road-Map assumes that new aircraft types will continue to incrementally improve fuel efficiency and that by the mid-2030s the first new, radically changed, aircraft will begin to enter service. These aircraft which are in development now, are likely to have electric or hydrogen propulsion systems. To signal support, in 2020 MAG announced a competition to provide five years' free landing charges, worth over £1 million, to the first airline that is able to bring a zero-emission aircraft to one of the three airports.
- 7.10 The Road-Map is realistic that the rate at which aviation decarbonisation will progress will mean that aviation is unlikely to reach zero emissions by 2050, and therefore, in order to reach net zero-emissions it is likely that the industry will need to pay for permanent carbon removals. The favoured route is to build on international agreements to ensure that the whole of the global aviation industry develops a market-based mechanism that allows it to pay for permanent carbon removals to compensate for any residual emissions. Pricing carbon in this way will stimulate innovation and, by setting legally binding emission limits, will ensure the environment is safeguarded.



**Manchester City Council  
Report for Information**

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

**Subject:** Grounds Maintenance Update: The Use of Pesticides

**Report of:** Strategic Director (Neighbourhoods)

### Summary

To receive an update on the approach to the use of pesticides when delivering Grounds Maintenance.

### Recommendations

That Members note and comment on the report.

### 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 city's green spaces contribute to the mitigation of carbon across the City, new ways of managing these spaces can actively contribute to lowering or offsetting carbon emissions and increasing biodiversity. The highways infrastructure is fundamental to supporting active travel.

<b>Manchester Strategy outcomes</b>	<b>Summary of how this report aligns to the OMS</b>
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Whilst green spaces naturally contribute to the low carbon city agenda, new ways of managing these spaces can actively contribute to lowering or offsetting carbon emissions and increasing biodiversity.
A highly skilled city: world class and home grown talent sustaining the city's economic success	The support provided to businesses enables businesses to grow and thrive in Manchester.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Green spaces are at the heart of our communities, offering opportunities for community cohesion through volunteering, and activation in a setting that is open and accessible to all.
A liveable and low carbon city: a destination of choice to live, visit, work	The city's green estate forms an essential part of our neighbourhoods and enhance positive outcomes for residents and businesses.

A connected city: world class infrastructure and connectivity to drive growth	Maintenance of the highway infrastructure is fundamental to supporting active travel.
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**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.

Alternate methods of weed control being introduced into the grounds management system and the comparative cost of reducing the dependency of Glyphosate within Manchester Parks, Neighbourhoods and Environment Scrutiny Committee, 31<sup>st</sup> January 2018

## 1.0 Introduction

- 1.1 This report considers the usage of herbicides as part of a citywide grounds' maintenance weed control programme.
- 1.2 Weeds are defined as plants that grow in places where they are not wanted and have been traditionally controlled in human settings such as gardens and urban areas. Weeds multiply quickly and can crowd out other species, they are perceived to look unsightly and can cause damage to hard landscaping. A number of options are available for weed control including manual removal, covering areas, the use of herbicides, thermal treatment and other non-chemical methods.
- 1.3 Herbicides are a type of pesticide that specifically targets weeds and other unwanted plants and can be divided into two main categories:
- Selective herbicides which will only kill one specific type of plant; and
  - Non-selective herbicides which kills all plants in the area where it is applied.
- 1.4 The use of pesticides has come under significant scrutiny over recent years and campaigning groups such as Pesticide Action Network (<https://www.pan-uk.org/>) have highlighted the health risks to humans and some of the ways in which they can impact on soil, plants and animals. Glyphosate is one of the most used pesticides as it has one of the broadest spectrums of control, killing many different weed species effectively and systemically. It is absorbed by leaves and moves inside the plant to growing points, roots, and other propagating structures. This systemic effect increases the ability to kill annual and perennial weeds as well as relatively large and woody plants. Although the European Union Member States voted to relicence glyphosate for 5 years in 2017, many countries remain concerned about its use.
- 1.5 The Pesticide Action Network (PAN) provide guidance tools to users of Glyphosate to support the reduction of use and eradication where possible. This report will update the Committee on further works to reduce the City's dependency on herbicides and in particular Glyphosate as the primary weed control method.

## 2.0 Background

- 2.1 Manchester City Council traditionally used herbicides as a primary source of weed control within its public estate. Historically the street cleansing service and grounds maintenance service having the largest area of responsibility and subsequently were the main volume users of herbicides.
- 2.2 To reduce dependency on Glyphosate as the primary method for managing weeds, several alternate management trials have been undertaken within the city. The results of these trials were reported to Neighbourhood & Environment Scrutiny Committee on the 31<sup>st</sup> January 2018. Since 2018 the traditional approach to managing weeds through the use of herbicides has continued to

evolve within the Grounds Maintenance Service. The use of Glyphosate as a standard weed treatment having ceased altogether in parks and gardens, and the use of alternate herbicides significantly reduced to spot and targeted treatments. In other parts of the public estate the approach has been to reduce use of glyphosate.

- 2.3 Services currently responsible for weed control on different land types include: parks, playgrounds, gardens and incidental green space (Grounds Maintenance); highways and pavements (Biffa); cemeteries (Bereavement Services); and housing estates managed by Registered Providers (various). The general approaches in these areas are summarised below.

### **3.0 Grounds Maintenance**

- 3.1 The Grounds Maintenance Service undertake the maintenance of parks and gardens, grass verges, Northwards communal spaces and other incidental green spaces.
- 3.2 The Grounds Team have continually reviewed the industry to identify opportunities to adjust the ways of working. APSE, and AGMA authorities have been consulted. Articles investigated and regular discussions with suppliers undertaken, in particular Rigby Taylor Ltd. a leading Turf Care Company. The ongoing research led to a number of alternate methods of control being explored. Including organic herbicides, vinegar solutions, mechanical clearance, hot water, and hot foam.
- 3.3 As a consequence of the trials some maintenance approaches have completely changed. An example would be the maintenance of children's playground areas in parks. A trial was undertaken to manage the weeds growing around safety surfaces and equipment using hot water and foam treatments. The trial while more labour intensive and slower to complete was successful in managing the weeds. Manchester now manages the weeds within playgrounds exclusively using hot foam and hot water with manual labour support.
- 3.4 During the period 2019 to 2021 Grounds Maintenance has used two herbicide treatments for the general but limited control of weeds, these are the organic herbicide Khartoun Gold and Chikira. These herbicides were used minimally at selected locations in fifty of Manchester Parks and Gardens. Whilst neither of these treatments offered the same standard of result as a Glyphosate based product, they were useful in reducing weed growth for a period of time.
- 3.5 No general Glyphosate based treatments have been used by the Grounds Teams to manage weeds in either Manchester Parks and Gardens, Street Scene, or Northwards communal areas and incidental green space since 2019.
- 3.6 The treatment of Japanese Knotweed (JKW) and to a much lesser volume Giant Hogweed by specialist contractors are the only areas subject to treatment by Glyphosate based products when outcrops occur. In 2014 a

Citywide programme of JKW treatment began across the city, initially 700 outcrops were identified across all areas, this rose to 1,200 outcrops at its peak with a surface area of approximately 124,000sqm. The number of outcrops successfully treated has continued to increase, resulting in a reduction in the areas being treated. At present some 500 outcrops are still being treated with an approximate surface area of 9,000sqm.

### **Impact**

- 3.7 The use of mechanical, manual and other herbicides as a replacement to the traditional treatment with Glyphosate requires a significant labour resource increase to continue to be able to maintain sites to their previous standard. Additional resources have not always been available, and this has meant that resources and work targets have had to be more selectively prioritised and the frequency of weed reduction altered dependant on the location. Areas where weeds grow that may not significantly impact visual amenity or health and safety, but if left to grow will be particularly beneficial to biodiversity have had the number of cuts reduced or in some cases there has purposely been no intervention undertaken.
- 3.8 Where treatments have been reduced or stopped in larger green areas this has been without incident. Examples would be stopping the regular treatment of weeds around the base of mature trees within a field, or the treatment to the base of a hedgerow. In both these examples allowing nature to develop supported by additional planting has started to enable a more varied and richer habitat creation to be developed.
- 3.9 In areas that are highly visible a reduction in herbicide use and in particular Glyphosate use has proved much more challenging. In 2021 the two hundred and three Northwards communal gardens managed by MCC were not treated with herbicide and were subject to manual maintenance programme mechanically. During the early part of the growing season resources was unable to satisfactorily complete the programme of works required, resulting in a number of complaints. Additional resources were employed to complete the works. Due to the complexity of the gardens fence lines and hard standing areas the resource requirement to replace herbicide use was considerable. The impact of the COVID pandemic on resources and deployment have made it difficult to accurately measure the additional resource requirement to reduce weeds without the use of Glyphosates.

### **A new way of thinking**

- 3.10 The pandemic has had a profound impact on the lives of the people in the city and has brought many of them closer to nature with an increased awareness of their local green spaces. There are many more volunteers supporting these spaces and more questions are being asked about the City's approach to weed control. As part of the city's wider Climate Change Programme an examination is ongoing of the existing service standards and their suitability for the future.

- 3.11 The traditional view of an urban green space is a maintained weed free grass, encompassing manicured lawns and flower beds. Whilst there should always be a place for public spaces which meet this standard, other drivers are emerging which include increasing biodiversity; protection against plant morbidity; protecting pollinators, especially early pollinators; improving carbon sequestration; climate change and water run off control. Whilst at the same time continuing to deliver the recreational and commercial needs of the city.
- 3.12 In 2020 and 2021 working with residents the City embarked on a number of trial service changes focused on contribute to the health and the rewilding of the City. Works include an extensive tree planting programme which will see 2,200 large trees planted; alongside an extensive spring bulb planting programme of circa 200,000 bulbs undertaken in partnership with groups throughout the city. An increased differential mowing programme aimed at supporting wildflower and natural habitat development; and mowing frequencies that support the needs of pollinators especially early pollinators. Over 36,000sqm of wildflowers both native and non-native annual and perennial have been grown this year, which will be increased year on year, and the continued planting of hedges and wildlife banks.
- 3.13 It is planned where practical to continue to explore how weeds and other planting, in the right location, can best support the ongoing development of a rewilding and biodiversity improvement programme, whilst at the same time reducing the dependency in green space on the use of herbicides.

#### **4.0 Cemeteries**

- 4.1 Bereavement Services manage five cemeteries and one crematorium. These are Southern, Gorton, Philips Park, Manchester General and Blackley Cemeteries along with Blackley Crematorium.
- 4.2 In the region of 3,000 funerals take place each year within the 140-hectare cemetery infrastructure, which also attracts a high volume of visitors each day. The four operational cemeteries have held Green Flag Award status continually for in excess of 10 years.
- 4.3 Whilst progress has been made over recent years in reducing herbicide use the impact has to be balanced with the expectations of bereaved families and cemetery visitors in relation to the quality of the infrastructure. Within newer grave plots and the memorial gardens, expectations are that we will maintain these to very high standards. Failure to do so in the past has led to complaints.
- 4.4 Weed control products are used in cemeteries around the memorials on graves. Across the service this is currently a combination of mainly Glyphosate and some limited Icade and Chikara.
- 4.5 In 2021 a trial was undertaken to test the impact of treating with herbicides at different times of the year. Gorton, Blackley and Southern Cemeteries were treated early in April. Treating early meant that there was very little weed

growth to start with and these cemeteries held for the first 2-3 months, however by mid-summer there was regrowth in most areas. A second treatment was undertaken where needed using Icade, and this was supported by an extensive strimming programme.

- 4.6 Philips Park and Manchester General Cemeteries were treated with herbicides later in the season (June-Aug) using combinations of Glyphosate, Chikara & Icade depending on weed types in each area. Treating later meant that the weeds had started to grow in the spring so were visible around the graves, however once treated they died back and there was very little further regrowth for the rest of the season. The early spring growth was more acceptable than the later summer regrowth experienced at Southern Cemetery.
- 4.7 This trial has demonstrated that treating later in the season seems most effective. Although this means there is some growth present in the spring before treatment is carried out, a single treatment in the summer will reduce the weed growth for most of the season. Adopting this approach at all the City's cemeteries will reduce the need for a second treatment and subsequently the quantity of herbicides deployed and will reduce the pressure on labour resources.
- 4.8 The use of herbicides has been further reduced through differing treatments of areas of the cemeteries, older areas that don't receive many visitors have been subject to alternative maintenance measures, such as converting them to wildflower meadows and 'natural' wild areas. Twenty percent (20%) of the burial plots at Southern Cemetery are managed in this way as the cemetery age, size and layout lends itself to this approach.
- 4.9 Strimming, due to labour intensity, fuel usage and the volume of personal tributes placed around headstones is also not an appropriate solution in large scale areas. Other alternatives reviewed such as vinegar & foam were not feasible due to the being either ineffective on porous ground or inappropriate within a cemetery environment. We have also been able to use bark mulch on some plots to suppress weed growth, although this was not particularly effective.
- 4.10 The service will continue to identify other areas as part of an ongoing program, that can be managed as wild and natural plots to reduce the need for the use of herbicides.

## **5.0 Highways and Pavements**

- 5.1 The management of weed control on the public estate as part of the street cleansing contract presents a very different challenge from that of the Grounds Maintenance Service and Bereavement Services. Weed control on the highway and public estate by its nature is focussed on managing embedded weed banks along kerb and flagstone edges, within bit-mac, grids and the edges of buildings and obstructions.

- 5.2 Historically three cycles of weed treatment were planned to be undertaken on highways and pavements. The current Service Standard has reduced this to two cycles of weed treatment across the City on an annual basis. This includes all highways for which the City has maintenance responsibilities. The service is flexible to respond to requests for areas to opt out of the programme where alternative weed control measures can be supported by volunteers.
- 5.3 Since 2019, an increasing number of requests have been received from resident groups and members for certain streets and passageways to be removed from the weed control programme. In these areas' residents have pledged to take responsibility for removing weed growth via manual removal. The Neighbourhood Teams support the co-ordination of these requests and assist residents' groups, as appropriate, to apply for funding for equipment. The 'opt out' list is reviewed on an annual basis to ensure the methodology is still appropriate.
- 5.4 The current approach to weed control uses contact weed suppressant, Biffa use Barclay Amenity (containing glyphosate) on hard surface highways/street scene. Previously 'residual' herbicides were used to prohibit weed growth – these chemicals can no longer be used. This means the herbicide used needs some weed growth to be effective and this is limited to the plant only. Using contact spray means re-germination on sprayed areas is possible and will not be effective on seeded weeds which have not yet started to show green growth. Weed spraying is only effective at temperatures above 4 degrees centigrade and in dry conditions. Weed spraying cannot take place when it is raining as the weed killer will simply be washed away; windy conditions also affect application. Quad bikes apply the treatment supported by back up teams with knapsacks. Manual removal methods are used during inclement weather when spraying cannot occur.
- 5.5 Alternative methods have previously been trialled including hot foam and vinegar, however results were not effective. Manual treatment on the highways is extremely labour intensive, often extremely difficult to action and will only reduce the growth of the weed whilst leaving the weed intact. The current approach provides the most effective approach to weed control at scale, with the resources available. Biffa and the Waste Team regularly review developments within the industry and sector practices to identify opportunities to adjust ways of working.
- 5.6 The highly visible nature of the highway would deteriorate quickly without the use of herbicides and create litter traps. The service area continues to review how the use of herbicides can be reduced further in-line with the guidelines outlined for Local Authorities by PAN.

## **6.0 Registered Providers**

- 6.1 PAN recommend that Local Authorities should engage with landowners and those responsible for maintenance of land to understand the current approach to weed control. This process has begun, registered housing providers are an important stakeholder in this regard and are responsible for managing the



city's social housing estates which includes grass verges. Mapping of their approaches to weed control has revealed that the majority currently control weeds on grass verges and use glyphosate. Most are already looking at alternative solutions including manual weeding, strimming and thermal treatment.

## **7.0 Conclusions and Next Steps**

- 7.1 In-line with the guidance issued by PAN, the operational services function with the Neighbourhood Directorate, will continue to engage with internal and external stakeholders who have responsibility for managing land to understand and influence the approach to weed control.
- 7.2 It is clear there is no single favoured approach to weed control, there are different factors which need to be considered on different land types. The approach being taken is to strike a balance between environmental, economic and societal factors. An internal working group has been established to develop a set of common principles, as recommended by PAN, to support the reduction and elimination where possible of the use of glyphosate. The working group will be expanded to include registered providers, with an aim to try and align practices.
- 7.3 Each of the Councils service areas responsible for weed control outline their intended next steps within this report to reduce or further eliminate the use of glyphosate and other herbicides.
- 7.4 Recommendations are outlined at the beginning of this report.

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**Manchester City Council  
Report for Information**

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

**Subject:** Overview Report

**Report of:** Governance and Scrutiny Support Unit

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### **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.

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**Wards Affected:** All

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### **Contact Officers:**

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**Background documents (available for public inspection):** 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
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 volumes of 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
14 October 2021	ECCSC/21/20 Waste, Recycling and Street Cleansing Update	The Committee recommend that the Executive Member for Housing and Employment discuss with all local housing providers the options for supporting their residents to increase their recycling.	Update from Cllr White: <ul style="list-style-type: none"> <li>A weekly email is sent out by our MCC comms to all our social landlords and registered housing providers – I've asked that key messages from MCC around recycling will be</li> </ul>	Cllr White Executive Member for Housing & Employment

			<p>featured in this weekly email on a regular basis</p> <ul style="list-style-type: none"> <li>• I attend the MHPP (Manchester Housing Providers' Partnership) partnership meeting, that meets every other month, and brings together the 16 CEOs from our main social landlords and registered housing providers – I will raise the issue of recycling at their next meeting in December too.</li> <li>• The MHPP also have a series of sub groups, which meet regularly – one of which focusses on recycling, so I will ensure that group pick up the key actions on domestic recycling that were raised at the last committee meeting too.</li> </ul>	
14 October 2021	ECCSC/21/21 Climate Change Action Plan Quarterly Progress Report, Q2 July - September 2021	<p>1. The Executive Member for Environment give consideration to establishing a Climate Clock in the city, similar to that in Glasgow;</p> <p>2. The Executive Member for Environment and Officers arrange a</p>	A response to these recommendations has been requested and will be reported back once received.	Cllr Rawlins Executive Member for Environment

		briefing session for Members on the modelling that was used to agree and set the suite of targets reported in the Action Plan.		
11 November 2021	ECCSC/21/21 Approach to Flood Prevention and Management	That a visit be arranged for Members of the Committee to witness the flood management arrangements in the Goyt Valley.	This recommendation is being progressed. Members will be notified of any arrangements.	Lee Walker Scrutiny Support Officer

## 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 **29 November 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.

Subject / Decision	Decision Maker	Decision Due Date	Consultation	Background documents	Officer Contact
<p><b>Large Scale Renewable Energy Generation (2021/11/29C)</b></p> <p>Grant appropriate delegation for the Deputy Chief Executive and City Treasurer to enter negotiations for either:</p> <ul style="list-style-type: none"> <li>• the development or purchase of a</li> </ul>	Chief Executive	19 January 2022		Report of the Deputy Chief Executive and City Treasurer	<p>Name: Matthew Bennett            Position: Director of Commercial and Operations            Tel no: 0161 234 3379            Email address: matthew.bennett@manchester.gov.uk</p> <p>Name: Mark Duncan            Position: Strategic Lead -</p>

Subject / Decision	Decision Maker	Decision Due Date	Consultation	Background documents	Officer Contact
suitable large-scale solar PV facility • a suitable direct Power Purchase Agreement					Resources & Programmes Tel no: 0161 234 3466 Email address: mark.duncan@manchester.gov.uk



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

**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	
Grounds Maintenance and the use of pesticides	<p>To receive an update report on the approach to the use of pesticides when delivering grounds maintenance.</p> <p>This report will also provide an update on any relevant information relating to the service that falls within the remit of this committee.</p>	Cllr Akbar	Matthew Bennett	See 'Manchester's Park Strategy – Progress through the Pandemic' considered June 2021.
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 13 January 2022, 10:00 am (Report deadline Friday 31 December 2021)**

<b>Item</b>	<b>Purpose</b>	<b>Lead Executive Member</b>	<b>Lead Officer</b>	<b>Comments</b>
Climate Change Action Plan - Quarterly Update report	To receive and comment upon the Manchester Climate Change Action Plan quarterly update report.	Cllr Rawlins	Sarah Henshall Mark Duncan	
Large Scale Renewable Energy Generation	To receive a progress report on the project to deliver Large Scale Renewable Energy Generation, having previously considered the report 'Large Scale Renewable Energy Generation Feasibility Summary Study' at the meeting of 15 October 21.	Cllr Rawlins	David Houlston Mark Duncan	Executive Report
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	Barry Gillespie	
Overview Report			Lee Walker	

**Thursday 10 February 2022, 10:00 am (Report deadline Monday 31 January 2022)**

<b>Item</b>	<b>Purpose</b>	<b>Lead Executive Member</b>	<b>Lead Officer</b>	<b>Comments</b>
Budget proposals 2022/23 - update	Consideration of the final budget proposals that will go onto February Budget Executive and Scrutiny and March Council.	Cllr Craig Cllr Akbar Cllr	Carol Culley	

		Rawlins		
Green and Blue Infrastructure Strategy	To receive an update report on the Green and Blue Infrastructure Strategy. This report will also provide an update on the implementation of the Manchester Tree Strategy.	Cllr Rawlins	Julie Roscoe	
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			Lee Walker	

<b>Items to be scheduled</b>				
<b>Item</b>	<b>Purpose</b>	<b>Lead Executive Member</b>	<b>Lead Officer</b>	<b>Comments</b>
Local Energy Area Plan	To receive a report that provides information on the Local Energy Area Plan.  Local Area Energy Planning (LAEP) is a process which has the potential to inform, shape and enable key aspects of the transition to a net zero carbon energy system. Local Area Energy Planning was developed by Energy Systems Catapult.	Cllr Rawlins	Michael Marriott Mark Duncan	

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