



Environment and Climate Change Scrutiny Committee

Date: Thursday, 8 December 2022

Time: 10.00 am

Venue: Council Antechamber, Level 2, Town Hall Extension

Everyone is welcome to attend this committee meeting.

There will be a private meeting for Committee Members only at 9:30am in Room 2006, 2nd Floor, Town Hall Extension

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Membership of the Environment and Climate Change Scrutiny Committee

Councillors - Shilton Godwin (Chair), Doswell, Holt, Hughes, Ilyas, Jeavons, Lyons, Chohan, Nunney, Razaq 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** 5 – 12
To approve as a correct record the minutes of the meeting held on 10 November 2022.
- 5. Local Area Energy Plan - Progress Update** 13 – 20
Report of the Strategic Director, Growth and Development

This report provides Members with an overview of the city's Local Area Energy Plan and how this will be used to meet our target to be a zero carbon city region by 2038.
- 6. Draft Manchester Electric Vehicle Charging Strategy** 21 – 54
Report of the Strategic Director (Development)

This report provides an overview of the draft Manchester Electric Vehicle Charging Strategy.
- 7. Single Use Plastics** 55 – 64
Report of the Head of Integrated Commissioning and Procurement; Strategic Lead, Resources and Programmes and the Sustainability Project Manager, Zero Carbon

This report provides an update on work being undertaken across the Council on Single Use Plastics.
- 8. Overview Report** 65 – 75
Report of the Governance and Scrutiny Support Unit

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.

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Smoking is not allowed in Council buildings.

Joanne Roney OBE
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Further Information

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This agenda was issued on **Wednesday 30 November 2022** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 2, Town Hall Extension (Library Walk Elevation), Manchester M60 2LA

Environment and Climate Change Scrutiny Committee

Minutes of the meeting held on 10 November 2022

Present:

Councillor Shilton Godwin – in the Chair

Councillors Doswell, Holt, Hughes, Ilyas, Lyons, Nunney, Razaq and Wright

Apologies: Councillor Chohan

Also present:

Councillor Foley, Deputy Executive Member for Environment and Transport

Councillor Igbon, Executive Member for Vibrant Neighbourhoods

Councillor Ahmed Ali, Deputy Executive Member for Vibrant Neighbourhoods

ECCSC/22/39 Minutes

Decision

To approve the minutes of the meeting held on 13 October 2022 as a correct record.

ECCSC/22/40 Revenue Budget Update - Cover Report

The Committee considered the report of the Deputy Chief Executive and City Treasurer that set out the financial challenge facing the Council, the latest forecast position, and the next steps.

Key points and themes in the report included:

- The Council was forecasting an estimated budget shortfall of £44m in 2023/24, £85m in 2024/25, and £112m by 2025/26. After the use of c£16m smoothing reserves in each of the three years, this gap reduced to £28m in 2023/24, £69m in 2024/25 and £96m by 2025/26;
- Setting out the high-level position;
- Describing the officer identified potential savings options to reduce the budget gap totalling £42.3m over three years;
- Noting that even after these proposals there remained a budget gap of £7m to close to get to a balanced budget in 2023/24 and further savings options would be developed between now and January 2023 and be reported back to Scrutiny committees in February; and
- Each scrutiny committee was invited to consider the current proposed changes which were within its remit and to make recommendations to the Executive before it agrees to the final budget proposals in February 2023.

Decision

To note the report.

ECCSC/22/41 Neighbourhood Directorate 2023/24 Budget

The Committee considered the report of the Strategic Director Neighbourhood Services that described that this report was the first in the cycle for the budget programme 2023-26. It set out an overview of the services within the remit of this scrutiny committee and their key priorities. The budget growth assumptions in the Medium Term Financial Plan were set out. The report provided a draft set of officer proposals for further savings for 2023-26, developed in the context of the financial challenge facing the Council.

Key points and themes in the report included:

- Providing an overview of the service and priorities;
- A description of the service budget and the proposed changes;
- Describing the proposed savings programme;
- Workforce implications;
- Equality and Anti Poverty Impact; and
- Future opportunities and risk.

The Chair in opening this item of business stated that the Leader, Councillor Craig, had written an open letter to the PM, Rishi Sunak to discuss the role cities could play in addressing the urgent challenge of climate change and what the Government needed to do to support it.

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

- The Committee condemned the government for failing to adequately fund Local Authorities;
- Stating that the current government was not committed to addressing climate change;
- Noting that the continued imposed budget cuts on the city could potentially hamper the good work underway by the Council to deliver on its carbon reduction ambitions;
- Noting that these budget cuts were being imposed at the time of a cost of living crisis;
- Noting that continued imposed budget cuts harmed the residents of the city;
- Consideration needed to be given to maximising revenue to the Council from commercial events that were delivered in Manchester parks;
- Information was requested on the decision not to host bonfire events across Manchester parks;
- A concern was expressed that charging residents for replacement recycling bins could result in increased incidents of flytipping;
- Were abandoned domestic bins reused;
- Could any savings be realised through a review of the Biffa contract;
- An assurance was sought that there was currently no proposal to withdraw any of the Climate Change Priorities listed; and
- Concern was raised in regard to the proposal to temporarily suspend gulley cleaning, especially at this time of year.

In response to the comments and questions from the Committee, the Parks Lead informed the Members that an assessment of the savings achieved through

withdrawing bonfire events compared to any further demand of community safety interventions, noting the discussion regarding anti-social behaviour associated with bonfire period, would be undertaken. She advised that analysis of this would inform future budget proposals. The Executive Member for Vibrant Neighbourhoods stated that bonfires also needed to be considered in terms of the environment and emissions. Members were also advised that a commercial strategy related to parks did exist, noting that this was in the process of being reviewed. Members recommended that an update report on this would be provided to the Committee at an appropriate time, adding that it was important to recognise that parks were invaluable spaces for residents of Manchester, especially at this time of a cost of living crisis.

In response to the discussion on bins, the Director of Commercial and Operations, Waste Recycling and Street Cleaning advised that where possible, abandoned bins were collected, emptied, cleaned and reused, adding that there was a significant cost associated to this process. He advised that most other authorities charged for replacement recycling bins and there currently was a charge for replacement grey bins. The Committee were advised that the Biffa contract was closely monitored and opportunities for efficiency savings were always considered, noting that there were currently no budget savings proposals to be achieved via this contract.

The Deputy Chief Executive and City Treasurer stated that there were no proposals to reduce the resources allocated to deliver the Climate Change Priorities, however, she expressed caution that difficult decisions could not be ruled out in future years.

The Executive Member for Vibrant Neighbourhoods stated that a briefing note on the approach to gully cleansing would be circulated following the meeting.

In closing this item of business, the Chair noted that the discussion had prompted requests for additional reports, namely the item on parks and commercial activity and how this could be used to generate income and also a report on the incidents of flytipping and the introduction of charging for replacement domestic recycling bins. The Chair advised that the work programme would be updated to include the items requested by Members.

Decision

To note the report.

ECCSC/22/42 Embedding a Zero-Carbon Workforce Culture

The Committee considered the report of Human Resources, Organisational Development and Transformation that provided information on the progress being made towards embedding a zero-carbon culture within the Council (as part of the Carbon Literacy journey).

Key points and themes in the report included:

- Providing an introduction and background, noting that the *'Manchester City Council - Climate Change Action Plan - Work Plan 2022-23'* set out activity to be

progressed to support the delivery of the '*Climate Change Action Plan (CCAP) 2020-25*';

- In 2020 the Our Manchester Strategy was reset, placing a more explicit focus on zero-carbon at the heart of the strategy which subsequently became a priority within the City Council's Corporate Plan;
- Providing an update on key progress to date, noting that Carbon Literacy training was developed with The Carbon Literacy Project and was launched in 2019;
- As of January 2022, the Carbon Literacy Training was a mandatory training course for all Council employees;
- Senior Leaders in the Council would continue to be a priority group, with steps to ensure that new senior starters (alongside all new starters) completed the training within 12 weeks of their start/move date;
- Having achieved Silver Accredited status earlier this year, the next target was to achieve Gold Accredited status by 2025 whereby 50% of our employees would be accredited as Carbon Literate;
- Elected Members were encouraged to complete the training and at the time of reporting, 53 of 96 members had been certified as carbon literate;
- Recognising that there was an appetite for the Carbon Literacy training to be upscaled beyond the City Council directly employed workforce as part of the next phase of the training;
- Noting there was an action to develop and implement a monitoring and evaluation framework for the Carbon Literacy training;
- Embedding zero-carbon as a Council priority within new and updated policies and strategies;
- Describing the approach to communications to articulate the Council's story of positive climate action;
- A summary of the work undertaken with schools and education settings across the city to support them to develop and deliver actions to reduce their carbon emissions; and
- Providing a number of Carbon Literacy case studies.

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

- Welcoming the progress reported to date;
- Welcoming the examples of how the carbon literacy training had been embedded across the workforce;
- Congratulating the team for achieving the Silver Accreditation status from the Carbon Literacy Project, noting that the City Council was still only one of three Local Authorities to be Silver Accredited alongside Dacorum Borough Council and North Somerset Council;
- Was the target of 50% of employees to be accredited as Carbon Literate by 2025 ambitious enough;
- Consideration should be given to extending the training as a potential revenue stream for the Council;
- Members should be involved in training of community groups, noting their role as community leaders; and
- Noting that consideration needed to be given to how training was delivered, noting the need for this to be delivered in different languages.

The Head of Organisational Development updated the Committee by advising that since the report had been published 1631 members of staff had completed their Carbon Literacy Training; and all of the officers at the Senior Leadership level would have completed their training by the end of December of this year. She further advised that 79 Councillors had completed the training to date and all of the remaining Members would have completed this by the end of December of this year. She advised that access to this training had been made easier to improve uptake and added that all new starters to the organisation and movers within the organisation were required to complete this mandatory training within 13 weeks of commencing their role. She advised that Carbon Literacy Training for Trainers opportunities were also being improved, with a commitment from managers that interested staff would be released from their role to facilitate this, noting that this was a good personal development opportunity for staff. She added that Carbon Literacy Training would also form part of the new Members induction programme. In terms of the targets for training staff she commented that it was important to recognise the levels of staff turnover, however this target for staff training was monitored and reviewed.

The Head of Organisational Development stated that there was an ambition to extend this training to groups and audiences outside of the Council, however this could not be done at the detriment to training the Manchester City Council workforce. The Assistant Chief Executive added that the Council worked closely with the Manchester Climate Change Partnership to consider delivering wider training opportunities, including working with schools.

The Head of Organisational Development stated that there was evidence that the carbon reduction had become embedded across teams, noting that this was reflected in conversations and decisions taken by teams. She stated that examples of good practice were communicated and shared between departments. The Deputy Executive Member for Environment and Transport informed the Committee that there was a cross council department working party to consider climate change, recognising that this issue was cross cutting and could not be considered in silos. She added that this group would include consideration of next steps and opportunities for rolling out carbon literacy training outside of the Council.

The Deputy Executive Member for Environment and Transport informed the Committee that there was a wealth of programmes and initiatives being delivered across the city to address climate change and consideration would be given as to how to best capture and record this wealth of activity, recognising the comments made regarding the need to articulate and promote examples of good practice.

The Head of Neighbourhoods advised the Committee that Neighbourhood Officers engaged in strength-based conversations with residents and community groups to understand their specific requirements and asks to support them develop environmental projects and initiatives.

Decision

To note the report.

ECCSC/22/43 Update on 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 updated information on how the Neighbourhood Teams and Climate Change Neighbourhood Officers were supporting local communities to engage in local climate change activity and reduce their carbon footprint.

The report included an update on ward level Climate Change Action Plans and an update on the In Our Nature programme pilot schemes and future delivery of the programme.

Key points and themes in the report included:

- Providing an update on ward level Climate Change Action Plans;
- Examples of developing best practice to support local communities to deliver activities that contributed to the city's ambition of becoming a net zero carbon city by 2038;
- An update on the In Our Nature programme pilot schemes and future delivery of the programme;
- Community engagement and awareness raising update, noting that the Neighbourhood Investment Fund (NIF) provided local communities with funding to make their neighbourhoods better places to live. £20,000 of NIF was available for each ward in Manchester to help groups deliver events and initiatives that benefited the community;
- Examples of the work delivered with children and young people across the city;
- Describing initiatives on active travel, clean air and transport;
- The consideration and approach to inclusivity and diversity;
- An update on the communications campaign; and
- Conclusions and priorities for the next twelve months.

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

- Good practice and lessons learnt should be shared across Neighbourhood Teams working in wards;
- Recognising the need to maximise the impact and outcomes of this work whilst recognising the differences and challenges experienced by different neighbourhoods; and
- Noting feedback from residents in relation to ward level Climate Change Action Plans it was proposed to establish a Task and Finish Group, chaired by Cllr Wright to evaluate the plans and the associated Key Performance Indicators and other meaningful outcome measurements and reporting.

The Neighbourhoods Strategic Lead advised the Committee that an event had been recently held that brought staff from the different Neighbourhood Teams together to share their experiences and lessons learnt. She advised that this had been a very productive exercise and the intention was to repeat this periodically. She further advised that an outcome of this exercise was to create a library of best practice that would act as a resource for officers. The Head of Neighbourhoods advised that a similar event would be arranged for Members in the new year.

The Head of Neighbourhoods advised that there was challenge in providing ward specific emissions data, however work was underway with the Tyndall Centre and the Climate Change Partnership to develop more detailed analysis and modelling of this in the 6 areas where the Our Nature project had been delivered. She further referred to the CREDS online tool as useful resource for local groups and Councillors.

The Deputy Executive Member for Vibrant Neighbourhoods addressed the Committee and made reference to the work that was being delivered in his ward. He stated that it was important that businesses were actively engaged on the issue of climate change, in particular in regard to waste and litter.

The Executive Member for Vibrant Neighbourhoods stated that Neighbourhood Officers were a vital link to communities, noting that they engaged with residents on a host of various issues however everything was underpinned by addressing climate change. She commented that she recognised that ward level Climate Change Action Plans needed to be led and informed by residents and they should respond to the concerns and ambitions of those residents, adding that these also needed to be culturally responsive and appropriate. She further commented that staff in the Neighbourhood Teams were pivotal in bringing groups and services together at a local level and an update on this activity could be provided to Committee at a future meeting.

The Deputy Executive Member for Environment and Transport stated that it was important to listen to and respond to the concerns of young people on the issue of climate change. She further paid tribute to the Manchester Climate Change Youth Board noting that they would be hosting a Youth Climate Change Conference, Saturday 12 November 2022.

The Executive Member for Vibrant Neighbourhoods and the Committee paid tribute and appreciation to all of the staff working on behalf of our residents in the Neighbourhood Teams.

Decision

To recommend that a Task and Finish Group, chaired by Cllr Wright be established to evaluate the ward level Climate Change Action Plans and the associated Key Performance Indicators and other meaningful outcome measurements and reporting.

ECCSC/22/44 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.

The Chair commented that a number of additional reports had been requested following discussion on the previous agenda items. The Chair stated that she would

speak with the relevant Executive Members regarding the appropriate scheduling of these items and the work programme would be updated accordingly.

Decision

The Committee notes the report and agrees the work programme, noting the above comment.

**Manchester City Council
Report for Information**

Report to: Environment and Climate Change Scrutiny Committee – 8
December 2022

Subject: Local Area Energy Plan – Progress Update

Report of: Strategic Director, Growth and Development

Summary

GMCA is the first city region in the country to compile and complete Local Area Energy Plans (LAEP) from street to network level. The GM LAEP was adopted by GMCA in September 2022. This report provides Members with an overview of the city's LAEP and how this will be used to meet our target to be a zero carbon city region by 2038.

Recommendations

The Environment and Climate Change Scrutiny Committee is recommended to note 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

LAEP aims to accelerate the deployment of low carbon measures in the city. The issues set out in this report, and the development of workstreams to address them are key to driving a reduction in emissions and becoming a zero carbon city.

Equality, Diversity and Inclusion - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments

The issues regarding retrofit and decarbonisation of energy as set out in this report, will lead to multiple benefits, including but not limited to:

- lower energy bills, and therefore reduced fuel poverty
- improved health and wellbeing due to better thermal comfort during very cold and very hot periods of the year and better indoor air quality.

Manchester Strategy outcomes	Summary of how this report aligns to the OMS/Contribution to the Strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The delivery of the retrofit and decarbonisation of energy ambitions as set out in the LAEP will provide long term employment opportunities to Manchester businesses and residents
A highly skilled city: world class and home grown talent sustaining the city's economic success	Demand for highly skilled retrofit labour will provide opportunities for training and upskilling both new and existing operators
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The delivery of the retrofit and decarbonisation of energy ambitions to the city's housing stock will ensure healthier, more comfortable homes for Manchester residents and result in improved health and wellbeing for the city's residents.
A liveable and low carbon city: a destination of choice to live, visit, work	The delivery of the retrofit and decarbonisation of energy ambitions will address the transition of Manchester's existing housing stock to zero carbon, and ensure the available housing meets the needs of the city's residents and visitors.
A connected city: world class infrastructure and connectivity to drive growth	Investing in the provision of more opportunities to charge EVs will contribute to creating a greener and more attractive city utilising modern technologies.

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

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

None at this stage.

Financial Consequences – Capital

None at this stage

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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 LAEP: Oct 2021 (adopted September 2022)
- Greater Manchester LAEP: June 2022 (adopted September 2022)
- Manchester Climate Change Framework: 2022 Update

1.0 Introduction

- 1.1 Greater Manchester (GM) has a target to be a zero carbon city region by 2038, twelve years ahead of UK Government's 2050 target. In 2020, the Manchester Climate Change Partnership developed a high-level strategy for the city to focus action that would help deliver on its climate change ambitions. The Manchester Climate Change Framework 2020-2025 has been recently updated and was the subject of a report to the September meeting of this Scrutiny Committee.
- 1.2 The Framework used a science-based targets approach to set a zero carbon date of 2038 and a carbon budget of 15m tCO₂ for the period 2018-2100 for the city.
- 1.3 The Climate Change Framework sets out that buildings are responsible for 76% of the City's direct emissions and ground transport for 24%, and the framework sets out the scale of action needed to reduce direct emissions from buildings and transport by 50%, and the scale of increase in renewable energy generation needed to support this.
- 1.4 The GM Local Area Energy Plan (LAEP), adopted in September 2022 sets out the current position and an energy roadmap towards that decarbonised future and describes a range of near-term, low regret, priority zones and opportunity areas for different technologies to address challenges presented by current energy type and usage. The term 'low regret' is used to describes measures that have a high confidence of succeeding based on current information and available technology.
- 1.5 The GM LAEP provides an overview of the ten LAEPs created for the city regions ten Districts with the Manchester LAEP providing an important tool for identifying and prioritising action to take on the areas identified in the Framework to help the city remain within its carbon budget.
- 1.6 The Manchester LAEP can be downloaded using the following link:

<https://gmgreencity.com/wp-content/uploads/2022/08/Manchester-LAEP-Final.pdf>

2.0 Background

- 2.1 In 2018, the Government invested in a new Prospering from the Energy Revolution Challenge fund via UK Research and Innovation (UKRI) to develop future smart energy systems and prove their use at scale.
- 2.2 The energy revolution challenge brought together businesses, research, and public sector to develop and demonstrate new approaches to provide cleaner, cheaper, and more resilient energy. This included providing energy in ways that consumers want, by linking low-carbon power, heating and transport systems with energy storage and advanced IT to create intelligent, local energy systems and services.

- 2.3 The Government invested in fast-tracking three practical local energy systems demonstrators and a number of whole system design studies. The design studies' objective was to create a pipeline of investable projects for the future.
- 2.4 The £5.9m GM LEM programme was one of the successful detailed designs, which included the production of the Local Area Energy Plans. GMCA worked with Energy Systems Catapult (ESC) to develop LAEPs for each of the 10 boroughs and a GM LAEP summarising the overall position.
- 2.5 The GM LAEP considers two future energy scenarios for Manchester and identifies a number of activities and technologies that can help meet the city's zero carbon target:
- the primary scenario which makes use of proven measures; and
 - the secondary, alternative future local energy scenario – which assumes the potential for hydrogen heating and energy becoming readily available
- 2.6 As well as setting out the scale of work required and identifying priority areas, both the GM LAEP and Manchester LAEP set out the estimated total costs of the measures with a modelled investment required of c£65bn GM wide, with the proportion within Manchester being c£13bn. It is noted that around 70% of this expenditure would be classed as business as usual and would be spent anyway on new equipment and upgrades and the vast majority of the cost relates to private sector properties.

3.0 Main issues

- 3.1 The GM LAEP aims to define the extent of the transformation needed (including a focus on identifying first steps to progress), and to provide a robust evidence base and plan to help engage businesses and citizens in accelerating towards the GM carbon neutral goal and Manchester's net zero goal. The GM LAEP sets out a number of focus areas and these are set out below:
- 3.2 Fabric Retrofit - Most homes across GM will need some level of fabric retrofit, and the case for this is likely to have increased with recent energy price rises, with at least a third of Manchester's dwellings require insulation retrofit in the plan. Fabric retrofit and solar PV are low regret measures (seen as having a high confidence of succeeding based on current information and available technology) to progress in the short term.
- 3.3 Heating systems and networks - Three heating options are explored to decarbonise buildings: electric heating (primarily heat pumps), hydrogen to replace natural gas, and district heat networks. For hydrogen to play a significant heat decarbonisation role, certainty would be required that hydrogen will be available to supply Manchester in a timeframe that supports the delivery of the GM carbon budget. Alternatively, heat pumps are estimated to be required to be deployed, serving most dwellings, except where district heat networks can supply a large share of buildings due to the higher density of buildings.

- 3.4 Transport and EV charging - The transition to electric vehicles (EVs) will require significant supporting infrastructure (and there is a separate Manchester EV Charging Strategy report elsewhere on the agenda). It is recognised that all areas of the region will require an extensive shift away from liquid fuels to electric vehicles for personal cars by 2038. Across all districts, all homes with off-street parking are expected to have EV charging facilities installed by 2038, with publicly available charging hubs offering a potential solution for charging for those homes that have no off-street parking. Co-ordination with GMCA and TFGM could offer opportunities for efficient roll-out programmes that could make use of economies of scale, whilst also continuing to consider emerging solutions for providing communal charging systems. Uptake of electric vehicles in Manchester is forecast to increase from c2,000 EVs today to over 140,000 by 2038 and this will continue to drive a demand for EV chargers to be installed across all areas, along with multiple public charging stations (or hubs).
- 3.5 Local Energy Generation and Storage - There is significant potential for local renewable energy generation within GM. It is more beneficial to deploy generation as early as possible, while the national electricity mix is more carbon intensive. Deploying such high quantities of generation will, however, be very challenging and may present challenges to the electricity network as well as requiring considerable coordination. To reduce emissions in line with the GM carbon budget, in Manchester local energy generation could increase significantly, consisting predominantly of the installation of solar PV on much of the available roof space
- 3.6 Energy Networks - Electricity: A net result of transitioning to low carbon will be an increase in electricity demand across all districts of GM and all scenarios by 2038. Understanding this impact in a whole systems approach is critical to how we model our transition.
- 3.7 Energy Networks - Gas and Hydrogen: As much of the existing network could be suitable for repurposing to hydrogen, understanding and identifying where the initial priority areas for hydrogen are likely to be within the region is key.
- 3.8 Networks - District Heat - Heat Networks have the potential to supply a significant proportion of buildings in GM and can be considered low regret (high confidence of succeeding based on current information and available technology). There may also be opportunities to consider expanding and even joining up heat networks across district boundaries and understanding the role Hydrogen may play in future as a valuable option for heating in many parts of GM, should it become available at the necessary quantities, cost, and carbon content

Ongoing work and next steps

- 3.9 There are a number of ongoing workstreams aligned to the LAEP focus areas including development of the Manchester EV Charging Strategy (for which there is a separate report on the agenda) and development of a Retrofit Plan

for all housing in the city as reported to the September meeting of this Scrutiny Committee.

- 3.10 The LAEP has also been an important component in providing evidence for wider pieces of work, such as setting out Manchester's investment needs and our work with 3Ci and Core Cities.
- 3.11 As part of the additional revenue secured through the 2022/2023 budget setting to provide additional capacity (12 new posts) to support delivery of the CCAP, two new posts have been created to provide support to drive forward work on the LAEP. These roles have been advertised and will be in post early in the new year and will focus on setting out how we deliver the proposals set out in the LAEP, both on our own estate and in the private sector working with partners.

4.0 Recommendations

- 4.1 The Environment and Climate Change Scrutiny Committee is recommended to note the report.

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**Manchester City Council
Report for Resolution**

Report to: Environment and Climate Change Scrutiny Committee – 8
December 2022
The Executive – 14 December 2022

Subject: Draft Manchester Electric Vehicle Charging Strategy

Report of: Strategic Director (Development)

Summary

To provide Members with an overview of the draft Manchester Electric Vehicle Charging Strategy.

Recommendations

The Environment and Climate Change Scrutiny Committee is recommended to note the report and endorse its progress to Executive.

The Executive is recommended to approve and endorse the Manchester Electric Vehicle Charging Strategy.

Wards Affected: All

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

Transport accounts for the majority of emissions within the city and as a result if we are to meet the zero-carbon targets that have been set then there needs to be a transition to 'cleaner' vehicles. Expansion of the public electric vehicle charging network will assist in this transition.

Equality, Diversity and Inclusion - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments

Actions set out in the Manchester Electric Vehicle Charging Strategy relate to the need for providing easily accessible public charging infrastructure to allow all residents the ability to charge their electric vehicles. This is particularly the case for the high number of residents that do not have access to their own drive or parking space to be able to charge at home and will, as a result, be reliant on the public charging network.

Manchester Strategy outcomes	Summary of how this report aligns to the OMS/Contribution to the Strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Sustainable transport choices will have a positive impact on the attractiveness of the city for investors and workers.
A highly skilled city: world class and home grown talent sustaining the city's economic success	Expanding the EV charging network will create job opportunities in a developing technology.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Providing a wide range of opportunities for the charging of EVs will make the transition to cleaner vehicles easier for more of the city's residents particularly those that do not have the ability to charge their vehicle at home.
A liveable and low carbon city: a destination of choice to live, visit, work	The expansion of the public EV charging network will assist the transition to cleaner vehicles thereby working towards the zero carbon targets set for 2038.
A connected city: world class infrastructure and connectivity to drive growth	Investing in the provision of more opportunities to charge EVs will contribute to creating a greener and more attractive city utilising modern technologies.

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

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

None

Financial Consequences – Capital

None

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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.

- Taking Charge: the electric vehicle infrastructure strategy (HM Government): March 2022
- Greater Manchester Transport Strategy 2040 (GMCA): February 2017
- Greater Manchester Electric Vehicle Charging Strategy Infrastructure Strategy (TfGM): September 2021
- Our Manchester Strategy - Forward to 2025 (MCC)

1.0 Introduction

- 1.1 Greater Manchester has a target to be a zero carbon city region by 2038. Transport is now the largest contributor to UK domestic greenhouse gas (GHG) emissions, contributing 27% of UK domestic emissions in 2019 (of which 61% was contributed by cars and taxis). Although the main policy direction to help combat transport produced emissions lies in reducing the need to travel, modal shifts towards active travel and the increased use of public transport there is an acceptance that car ownership is still rising and cars will still be used for some journeys but in these cases the cars should be as least polluting as possible.
- 1.2 In the UK, an EV is estimated to have GHG emissions which are 66 per cent lower than a petrol car and 60 per cent lower than a diesel and these emissions will further reduce as the proportion of electricity produced from renewable and low carbon sources increases. In 2030 the UK government is due to bring in a ban on the sale of new petrol and diesel cars. As a result there is expected to be continued and significant growth in the sale of electric vehicles (EVs) along with requirements for additional infrastructure to be able to charge these vehicles. Although it is expected that those residents that have access to off-street parking provision are likely to install their own home chargers there will be a need for an accessible and efficient public charging infrastructure network to be available to those without off-street parking facilities.
- 1.3 The Government's Taking Charge Strategy published earlier this year seeks an obligation on local authorities to develop and implement local charging strategies to consider how to best assist in the delivery of an accessible public charging network. The Manchester Electric Vehicle Charging Strategy (MEVCS) has been developed to meet this requirement and to set out the council's main focus for the provision of EV charging infrastructure within the city.
- 1.4 The draft MEVCS sets out the potential role of Manchester City Council (MCC) in assisting in the expansion of EV charging infrastructure along with potential opportunities for delivery, possibly in partnership with commercial suppliers. The main focus of the strategy is in relation to public charging although it does note that the council also has a role to play in transitioning its own vehicle fleet, encouraging growth through planning requirements for new developments and in generally raising awareness as well.

2.0 Background

- 2.1 Transport for Greater Manchester (TfGM) operate the publicly owned public EV charging infrastructure within the region under the Be.EV branding amounting to around 140 chargepoints, 30 of which are located in Manchester. The network was originally installed in 2012/13 and there has only been small scale ad hoc expansions since then as grant funding opportunities became available. This network was reviewed and upgraded during 2019/20 when it was rebranded from GMEV to Be.EV. The public

charging network is also supplemented by a growing number of EV chargepoints provided by commercial operators in a variety of locations resulting in there being 130 chargepoints in Manchester as of September 2022. Information relating to all public chargepoints can be found at <https://www.zap-map.com/live/> which shows the location, type of chargepoint, current status of each chargepoint (whether it's charging, available, out of service, etc) and also the cost of charging.

- 2.2 The number of plug-in cars licensed within Manchester saw a substantial increase in growth in the last decade and by the end of March 2022 this amounted to 1,774 vehicles. Fully electric and plug-in hybrid vehicles are expected to grow to over 150,000 cars in Manchester by 2038 to make up approximately 75% of the total fleet. This will have an impact on charging demands and the need for expanding public accessibility to charging infrastructure, either publicly or privately provided. Transport for the North have estimated that by 2030 when the ban comes into effect between 1,500 and 3,000 chargepoints will be required in Manchester.
- 2.3 The vast majority of current EV owners are residents that have access to off-street parking and as stated above, it is expected that they are likely to continue to charge at home using their own home chargers which is considered to be the cheapest and most convenient method of charging private vehicles for most drivers. However, within Manchester approximately 60% of homes do not have access to off-street parking provision and these drivers will be reliant on the public charging network to enable them to transition to cleaner vehicles.

3.0 Main issues

- 3.1 Although there is no statutory requirement for MCC to provide EV chargepoints the council sees its role as that of assisting the expansion of public charging network in the relatively short term, to help fill the initial gaps in the infrastructure network until such time that it becomes viable for commercial operators to take over and become the primary suppliers.
- 3.2 It is accepted, however, that in the long term there is likely to be a mix of publicly and privately managed/owned charging infrastructure to provide facilities for different customers with different charging needs. MCCs role in supporting the provision of charging infrastructure is through three main channels:
- Direct – supporting the expansion of the Be.EV and other public networks (particularly on MCC land assets), assisting in making provision for charging infrastructure for car club and taxis and private hire vehicles (PHVs) and through planning conditions as part of new development
 - Leading by example through electrifying the MCC fleet
 - Indirect – by approaching and encouraging private enterprise and organisations to expand both the public network in accessible locations or through electrifying their own work based fleets.

- 3.3 There are currently 4 main types of chargepoints (ultra-rapid, rapid, fast and slow) which allow the charging of vehicle batteries over varying different time periods with ultra-rapids being the quickest and slow being, as the name suggests, the slowest. These different types of chargepoints also have different electricity supply requirements ranging from as low as 3kW on a slow charger to over 150kW on an ultra-rapid charger.
- 3.4 It is proposed that the council assists in facilitating the installation of supplier owned, funded (possibly utilising existing grant funding opportunities), maintained and operated EV charging infrastructure within its own car parks and at facilities with parking such as leisure centres, parks, libraries, etc. These are proposed to be predominantly 'fast' chargers which will allow users of the car parks to top up their batteries and, where the car parks are operational 24h hours a day, may also allow for overnight charging by residents. It is also proposed that the council could consider leasing small parcels of land for the development of charging hubs made up predominantly of ultra-rapid and rapid chargepoints which may be more suitable for those drivers with higher mileage requirements and for those who are more likely to charge when the battery levels are very low. Charging hubs are similar to a petrol filling station type of environment but with charging points rather than pumps and these will often be accompanied by small shops/cafes etc on site.
- 3.5 The draft strategy is not proposing the introduction of on-street public chargepoints at this time although it is considered that such locations may be suitable for particular groups such as taxis/PHVs as well as car club vehicles. There are a number of reasons for this including potential damage, pavement obstructions, visual street clutter, etc. Technology does exist to connect EV chargepoints to lamp posts, and these have been considered, but as the majority of lamp posts in the district are located at the back of the pavement it was not considered appropriate to trail cables across the footway. Connecting the lamp post to a charging bollard at the kerbside could again cause issues of street clutter and pavement obstructions and would be a more costly solution. Lamp post chargepoints are slow chargers generally operating at around the 3kW range which is now slower than many home chargers that can be purchased. Neither the trailing of cables nor the provision of cable gullies across pavements is supported by the council.
- 3.6 As part of the planning process and under amendments to the building regulations brought in this year new developments are subject to conditions relating to the installation of EV chargepoints to both residential and commercial proposals. This includes the council's own developments including proposals at Abraham Moss, the Gorton Hub, the Ancoats Mobility Hub and Hough End Leisure Centre and will also apply to new proposals coming forward.3.6 In the past the main issues in expanding the public EV charging network has been due to financial resources, site identification and internal process along with grid capacity.
- Funding – in expanding the Be.EV network and installing chargepoints for the sole use of taxis/PHVs TfGM has been reliant on suitable grant funding coming forward which has resulted in small scale, ad hoc

developments across the Greater Manchester districts. Recently there has been a growth in the number of EV charging suppliers entering the market and many of these suppliers are able to offer fully funded, maintained and operated schemes may provide potential opportunities going forward along with the ongoing grant schemes provided by the UK government. It should be noted however that any such partnership approach between MCC and commercial suppliers is likely to be subject to open procurement procedures, will need to be carefully considered for their appropriateness and it is likely to result in relatively long contract commitments which may not be suitable for all locations.

- Site identification – in the past it has taken some time to identify possible suitable locations for each grant application and the current internal council processes involving numerous departments have been cumbersome. It is suggested that a more efficient way going forward is to have a cross-departmental steering group to assist in identifying suitable land assets and also to provide a more streamlined approach going forward to delivery.
- Grid capacity – the electricity capacity within the existing national grid has been an issue in the past and has resulted in some sites being discounted as the grid upgrades required would be too costly making any proposal financially unviable. ENWL are aware of these issues and the council will need to take this into consideration as potential sites are assessed in discussion with ENWL.

3.7 The draft strategy sets out the following recommendations to assist in the delivery of a more accessible EV charging network:

- the council will form a cross departmental steering group to oversee the delivery of the recommendations in this report
- the council will support the expansion of the Be.EV public network in partnership with TfGM as grant funding opportunities arise
- the council will consider the suitability of locations within its own car parks and parking areas for the installation and operation of chargepoints by private suppliers
- the council will consider leasing parcels of its own land for the development of charging hubs in suitable locations
- the council will seek to make the best utilisation of funding opportunities as they become available to expand the charging network and consider the installation of supplier provided equipment on MCC owned land
- the council will support locations which could serve taxis and PHVs to increase the take up of EVs within this group, either on-street or off-street
- the council will support locations that encourage the electrification of the car club fleet, either on-street or off-street
- the council will continue to seek ways to de-carbonise the councils own fleet of vehicles to reduce emissions and will provide the necessary charging infrastructure for this

- the council will support the provision of EV chargepoints for staff use in appropriate circumstances

4.0 Recommendations

- 4.1 The Environment and Climate Change Scrutiny Committee is recommended to note the report and endorse its progress to Executive.
- 4.2 The Executive is recommended to approve and endorse the Manchester Electric Vehicle Charging Strategy.

Manchester Electric Vehicle Charging Strategy

(December 2022)



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Appendices

1.0 Introduction

1.1 There is a nationally led de-carbonising agenda with the UK being the first country to introduce legally binding long-term emissions reduction targets, known as carbon budgets. The UK has legislated to end our contribution to climate change by 2050. Greater Manchester also has a target to be a zero carbon city region by 2038. Transport is now the largest contributor to UK domestic greenhouse gas (GHG) emissions, contributing 24% of UK domestic emissions in 2020 although this is a reduction of 23% since 1990. Cars and taxis make up 52% of domestic transport emissions¹. To help combat transport produced emissions and to meet the 2038 zero carbon commitment the main priorities of recent transport policies is to both reduce the need to travel and where possible to use more sustainable means such as public transport or active travel modes. However, this may not always be feasible and there is an acceptance that cars will still be used for some journeys but in these cases the cars should be as least polluting as possible.

1.2 The switch to Ultra Low Emission Vehicles (ULEV), and particularly to electric vehicles (EVs), will be a key component in the drive to meet these targets. In the UK, an EV is estimated to have GHG emissions which are 66 per cent lower than a petrol car and 60 per cent lower than a diesel and these emissions will further reduce as the proportion of electricity produced from renewable and low carbon sources increases². There are government plans to ban the sale of new petrol and diesel cars by 2030 which will result in increasing numbers of EVs on our roads, both privately owned by residents and commercial vehicles, which will require regular battery charging. Most of the charging of private cars currently takes place overnight at residential properties but this is not possible where there are no off-street parking facilities. Within Manchester approximately 60% of homes do not have access to off-street parking, therefore Manchester City Council (MCC) needs to develop a policy about how it can assist these residents in where and how EV charging will be provided. MCC particularly needs to look at using its own assets to be able to help respond to future demand as EV numbers grow from the current low base of 1,005 cars and light goods vehicles across Manchester (end of March 2022²). Lack of access to charging infrastructure is seen as one of the biggest barriers to adopting EVs at the current time, both by residents and businesses. It should be noted that there is no statutory requirement for local councils to provide EV chargepoints, however, MCC does have some role to play in helping to achieve the zero-carbon targets set for 2038.

1.3 There is a significant amount of work to be undertaken in the coming years to meet both the overarching ambition for a zero-carbon environment and to make the city fit-for-purpose as the sale of new petrol and diesel vehicles are phased out. The Council recognises that there is a need for an overarching strategy, supporting objectives and a delivery mechanism, certainly for the short to medium term, in order to ensure that development doesn't occur in an ad hoc manner and that assets don't become stranded.

¹ [https://www.gov.uk/government/statistics/transport-and-environment-statistics-2022/transport-and-environment-statistics-2022#:~:text=domestic%20transport%20was%20responsible%20for,emissions%20in%202020%20\(406%20MtCO2e%20\)](https://www.gov.uk/government/statistics/transport-and-environment-statistics-2022/transport-and-environment-statistics-2022#:~:text=domestic%20transport%20was%20responsible%20for,emissions%20in%202020%20(406%20MtCO2e%20))

² [The case for electric vehicles | Local Government Association](#)

1.4 The GMEV publicly owned network of EV chargepoints, installed by Transport for Greater Manchester (TfGM) in 2013, includes around 140 chargepoints throughout the region (as of January 2022). Since 2019 these chargepoints have been renewed, upgraded and rebranded under the Be.EV branding. The Be.EV network has predominantly focused on public car parks and destination locations although it does include a small number of on-street locations as well. Manchester in total has 130 devices including both publicly and privately provided infrastructure (as of September 2022) amounting to 24 per 100k population compared to 42 in the UK and 102 in London. It is expected that by 2030 at least an additional 1,500-3,000 public chargepoints will be required within Manchester (data from TfN).

1.5 This strategy will look at the role of MCC in providing public EV infrastructure and set out principles of how the council will engage with this infrastructure. This will include how the council can assist in supporting the commercial rollout of EV infrastructure. The electrification of public transport, including buses, and other forms of electric vehicles is beyond the remit of this strategy.



Image Source: TfGM

2.0 Policy Context

2.1 Overall the main aim of national, regional and local transport policy is to reduce both car use and their overall numbers through greater patronage of public transport and active travel modes and also growth in other shared transit. This is expressed in the GM2040 Transport Strategy (2021) as the 'Right Mix', which aims to increase the percentage of journeys in Greater Manchester made by non-car modes from 39% (2017) to 50%, with no net increase in private motor vehicle trips, by 2040. Under this scenario, 50% of all trips will still be made by car, and therefore we should assist the transition to net zero emission vehicles where we are able to and have a role to play.

2.2 National

- [Decarbonising Transport: Setting the Challenge \(DfT 2020\)](#) - This document sets out what needs to be done in order to deliver the significant emissions reduction required across all modes of transport, to enable us to achieve ambitious carbon budgets and net zero emissions across all modes of transport by 2050. One of the six priorities of the report is the decarbonisation of road vehicles through supporting the transition to zero emission vehicles partly through the provision of refuelling and recharging infrastructure. It is acknowledged that as the move towards the mass adoption of EVs gathers pace then a fit for purpose charging infrastructure network will be required. The document also notes that new and higher powered chargepoints should provide debit or credit card payment and also that solutions should be developed to allow any EV driver to use any public chargepoint through a single payment system to allow for clarity and integration.

- [Taking Charge: the electric vehicle infrastructure strategy](#) was published in March 2022 which sees the government's aim to lay the foundations for the installation of 300,000 public chargepoints by 2030 in an equitable way although acknowledging that the actual number of chargepoints needed is uncertain. The Strategy identifies that the roll-out of public chargepoints is too slow, particularly for on-street charging which tends to be commercially challenging. It states that public chargepoints are needed for those without parking (on-street overnight charging) and to enable long distance journeys (strategic road network). It stresses the need for balancing fast and rapid chargers and states that there is a requirement for slower overnight charging for many users, partly down to the cheaper energy cost that this would provide. It notes that by 2050 there will be a clear need to shift as much charging activity as possible into the off-peak period to minimise the burden on the electricity system. This suggests that low cost, overnight on-street charging should be part of the solution but it is not yet clear if there is a sustainable commercial model to deliver this.

The strategy seeks an obligation on local authorities to develop and implement local charging strategies. These strategies should identify how to provide affordable, convenient charging and they will also need to consider charging opportunities for other vehicles, including e-bikes and motorbikes. It includes metrics to be able to monitor growth of the public network in local areas and they will take action where the delivery fails.

The Strategy also includes discussions on ensuring that chargepoints are more reliable and easier to use (smart payments, etc) and considers connection issues (integration into the grid, smart charging, vehicle to everything technology, etc). The strategy sets out what the Government sees as the role for local authorities

- **National Planning Policy Framework (NPPF) (2021)** - The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. This emphasises the need to identify, assess and take into account the environmental impacts of traffic and transport infrastructure which includes the consideration of appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains. It states the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.3 Regional

- **Greater Manchester Transport Strategy 2040 (GM2040) (2017)**, supported by a 5 year delivery plan (2021) - GM2040 sets out long term needs and aspirations for transport in the region and includes four key elements:
 - to support sustainable economic growth
 - improve quality of life for all
 - protect the environment
 - develop an innovative city-region

The document notes that the primary aim is to encourage a modal shift towards more sustainable travel options such as active travel and public transport but it also recognises that some journeys will need to be undertaken by road and that in these instances there is a priority to reduce the population's exposure to harmful emissions. As a result there is an ambition for smaller vehicles to shift to being fully electric and therefore TfGM will look to expand the public Be.EV network of chargepoints as further funding becomes available. However, there is also recognition that electrifying the road fleet whilst bringing environmental benefits may also place additional burdens on electricity supplies and grid capacity in some areas and that therefore we will need to work in partnership with the electricity suppliers to ensure sufficient capacity.

- **Clean Air Plan (2022)** - Local Authorities within Greater Manchester have been directed by the government to introduce a Clean Air Plan (CAP) to tackle illegal levels of NO2 emissions at the roadside, in the shortest time possible and by 2026 at the latest. The GMCA, on behalf of GM local authorities submitted a revised CAP to government in July 2022 based on an investment-led approach to enabling the necessary upgrade of vehicles to achieve compliance with legal emission levels. As with the original CAP, only commercial, not privately owned vehicles are in scope. Government is expected to make a decision on whether the new GM CAP will comply with the legal direction in early 2023. Government funding of over £120m has been secured to assist with the move to cleaner, compliant vehicles and will work alongside the CAP which aims to reduce emissions from the most polluting vehicles and will initially focus on commercial traffic and taxis/PHVs

- **Greater Manchester EV Charging Infrastructure Strategy (EVCI) (2021)** - The Strategy is a sub strategy of GM2040. Access to EV charging infrastructure is a core enabler of GM's ambition to be a carbon-neutral city region by 2038 and as a result the Strategy aims to provide a clear vision, objectives and strategic principles to inform a delivery plan for the deployment of EV charging infrastructure. The availability of charging points has been cited as a key barrier for businesses and individuals in switching to EVs. The three main themes of the document are:

- a need to ensure that the lack of infrastructure is not inhibiting the transition to EVs
- the need for short term public sector intervention to encourage and accelerate the transition to EVs
- the need for flexibility to change investment priorities and to regularly review and monitor the developments in the market to ensure that the charging infrastructure network continues to meet with demand

2.4 Local

- **Our Manchester Strategy** - has been reviewed and the priorities were reset in 2020. The document has a vision for Manchester to be in the top-flight of world cities by 2025. It sets priorities to be a city that is thriving and sustainable, highly skilled, progressive and equitable, liveable and zero-carbon and to be connected both internationally and within the UK. There is an emphasis on the city playing its full part in limiting the impacts of climate change with renewed focus on creating active, integrated, affordable and green transport
- **City Centre Transport Strategy (CCTS) (2021)**- This strategy has been produced in collaboration with MCC, TfGM and Salford City Council. It identifies key transport policies and opportunities for future delivery within the regional centre and envisions a well connected, zero-carbon centre at the heart of the North. It also stresses the need to get the right balance between the different ways of travelling with an aim to be a zero-carbon city-region by 2038. This document has been produced following input from residents, commuters, businesses, visitors, transport operators and other stakeholders to understand the existing transport challenges and future aspirations for the city centre for those that use it each day.
- **Manchester Local Area Energy Plan 2021** – The Plan defines the extent of the transformation needed across Manchester to provide a robust evidence base and plan to help engage businesses and residents in accelerating towards the goal of being carbon neutral by 2038. The Plan considers a range of decarbonising options, including the growth in EVs and the necessary charging infrastructure this will require to enable the development of scenarios to compare resultant emissions.
- **Manchester Core Strategy 2012** – Manchester's Core Strategy was adopted in July 2012 and is the key Development Plan document covering the 15 year period to 2027. This is currently being reviewed and the new Local Plan is expected to be adopted in late 2024. The Strategy aims as part of its vision to meet the challenge of climate change and be at the forefront of environmental initiatives and improvements, continuing to deliver sustainable development and a more effective green infrastructure. The Strategy includes a number of policies in support of EVs including:
 - T1: Sustainable Transport – the council will support proposals that facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location. It notes that by encouraging modes of transport that are carbon free or that produce significantly lower carbon emissions this will help in halting climate change and improving air quality
 - EN16: Air Quality - the Council will seek to improve the air quality within Manchester. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development.

○ PA1: Developer Contributions – states that the council may seek contributions, with priority assessed on a site by site basis, including for sustainable transport and climate change mitigation/ adaptation.

• **Air Quality and Planning Technical Guidance 2021** - The Council's Environmental Protection (EP) Team have produced a guidance note to advise applicants and planning officers in assessing new development. This technical guidance is focused on reducing air pollution from road transport as the major source of emissions in Manchester and seeks to support the planning system in lowering transport emissions and improving local air quality. Providing EV charging infrastructure is considered an effective measure to mitigate local air quality impacts from road vehicle journeys created by proposed development and as a result the guidance contains a summary of MCC's recommended best practice EVC measures (Appendix 1).



Source: MCC

3.0 EVs and Future Predictions

Types of charging

3.1 Chargepoints come in a variety of forms and can be located in both on-street and off-street locations. The most common form is a freestanding unit. There are four main types of chargepoints: ultra-rapid, rapid, fast and slow. A comparison of the various types is shown in Table 1 below. It should be noted that currently not all vehicle batteries are compatible with ultra-rapid chargepoints and may not be able to use them at all or not for frequent, regular charging without impacting on the battery capacity, however this situation will change as new technology in batteries is installed into newer models. It is expected that due to the increasing size of batteries and with evolving technology that slow chargers will be phased out over time as part of public networks. It is acknowledged that the economic case is challenging for the provision of fast chargers that could provide off-peak, overnight charging and solutions to this issue may need to be found. The type of chargepoint installed in a location should be matched to the type of user it is expected to serve.

Table 1. Types of chargepoint

	Ultra-rapid	Rapid	Fast	Slow
Power current	over 50kW (Many are 100-150kW)	43-50kW	7-22kW	3.5-7kW
Charge time*	20-40 mins	25 mins – 40 mins (80% charge)	2-4hrs	4-8 hrs
Range added	200 miles (30 mins)	100 miles (30 mins)	75 miles (1 hour)	10-25 miles (1 hour)
Suitable uses	When refuelling without a break Uses: service stations, petrol filling stations, charging hubs	When parked for shorter periods and quick breaks Uses: service stations, taxis/PHVs and commercial vehicles	When parked for a short while (1-2 hours) or for longer periods overnight Uses: incidental, top up charging, destination such as shopping centres, leisure centres, parks, community uses	When parked for long periods such as overnight, Uses: home

Source: www.local.gov.uk *Charge times shown are approximate and will vary depending on the battery type

Types of users

3.2 For the purpose of this strategy a number of user profiles have been identified to assist in providing a focus for the provision of charging infrastructure. These profiles include the following:

- Private cars – these include residents, both with and without off street parking, and visitors
- Taxis and Private Hire Vehicles (PHVs)
- Light goods vehicles – either privately owned or as part of company fleets
- Local authority and other public sector fleets

- Car clubs

HGVs, buses and coaches are not included within this strategy as these require a different level of infrastructure which will be co-ordinated at a regional level by TfGM. Different types of users such as at the micro-mobility level including e-scooters and e-bikes are also emerging and some consideration may need to be given to infrastructure requirements for these types of options going forward but they are not specifically included within this strategy.

3.3 As well as types of users there are different charging typologies which are set out below:

- Home charging – refers to off-street charging at home either at a private home or apartment and is often overnight which takes advantage of longer dwell times and is best suited to slow or fast chargers generally up to 7kW
 - On-street charging - charging in on-street bays accommodates a range of dwell times and often provides for fast and rapid chargers
 - Business charging - car parks in commercial areas are often able to take advantage of long dwell times either while staff are at work or to charge fleet vehicles overnight and are best suited to fast chargers although this will depend on the business needs
 - Residential community charging – community charging hubs located in residential areas with high levels of on-street parking and are again suited to fast chargers
 - Destination charging – this refers to charging in locations where the user doesn't reside and while carrying out other activities at your destination such as at the work-place, town/district centres, Park and Ride sites, retail parks, leisure centres and visitor attractions. This includes a broad range of dwell times and can accommodate fast, rapid and ultra-rapid chargers
 - On route - Motorway Service stations and petrol filling stations as well as lay-bys close to business activity. This would also include the emerging development of charging hubs. These will normally require rapid and ultra-rapid chargers as they tend to rely on a shorter dwell time.

Growth in vehicles

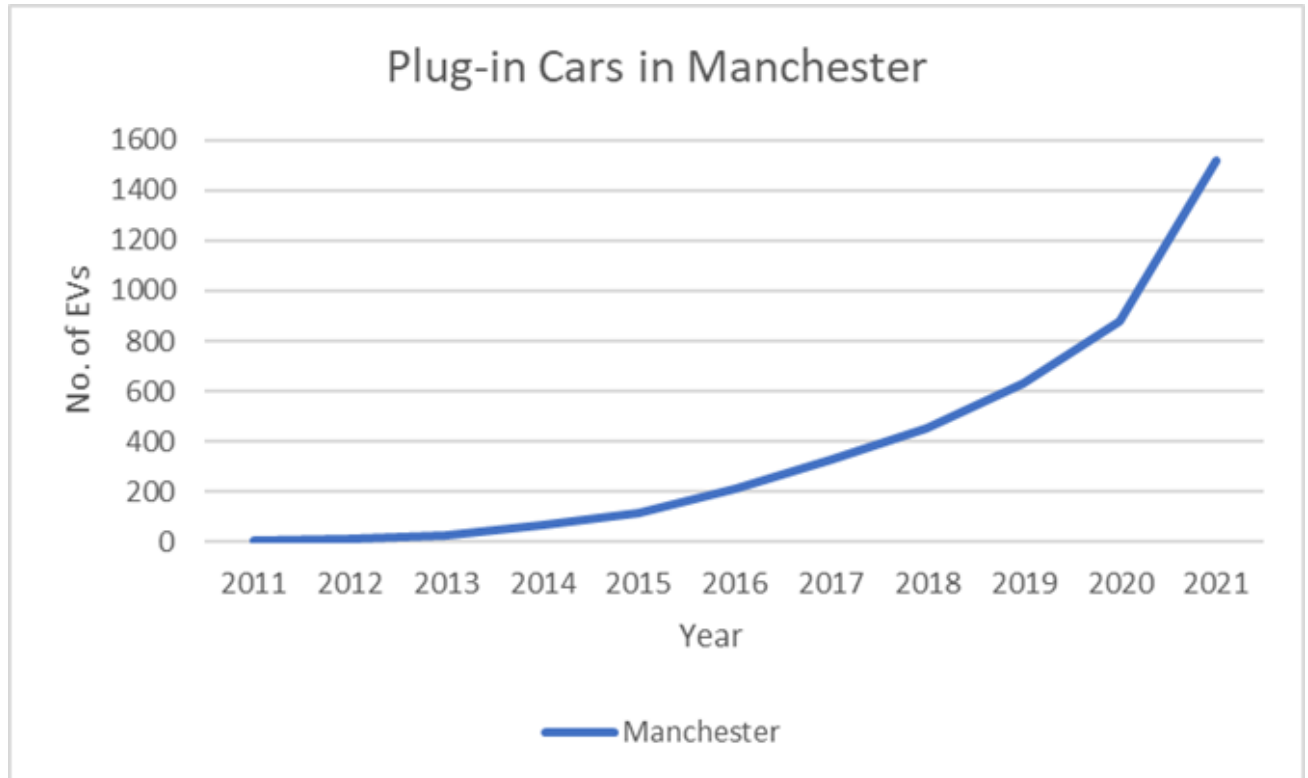
3.4 There were 621,564 plug in cars and light goods vehicles (LGVs) registered in the UK (as of September 2021), up from just over 6,000 ultra low emission vehicles at the end of 2011. Battery prices, a large part of the current total cost of EVs, have fallen almost 80% since 2013 and it is suggested that by 2026 there will be price parity between the cost of new EVs and new petrol/diesel cars which will help to increase the take-up of EVs. However, falling battery costs have largely been offset by an increase in the battery size used in vehicles, increasing the vehicle range but which take longer to charge.

3.5 The number of plug-in cars licensed within Manchester saw a substantial increase in growth between 2015 and 2021, increasing from 115 to 1,522 at the end of 2021, as shown in Fig 1 below. By the end of March 2022 this had increased further to 1,774 plug-in cars registered in Manchester. This still remains at a very low level, making up only 1% of the total number of cars within Manchester, below the UK average of 2.4%.

3.6 Despite the slow rate of growth fully electric and plug-in hybrid vehicles are expected to grow to over 150,000 cars in Manchester by 2038 to make up approximately

75% of the total fleet. This will have an impact on charging demands and the need for expanding public accessibility to charging infrastructure, either publicly or privately provided

Figure 1. Number of Plug-in Cars in Manchester



Future charging needs

3.7 In Taking Charge the Government sets out a minimum expectation that by 2030 there will be 300,000 public chargepoints nationally, a significant increase from the approximate 29,600 existing today. Although the pace of the rollout of charging infrastructure is increasing, currently around 100 chargepoints a month are installed nationally, deployment rates will need to be significantly higher to meet the 300,000 target by 2030. Although there is an expectation that those EV owners with off-street parking will charge at home there is likely to be a need for all EV drivers to use the public network from time to time. For those without off-street parking facilities the public charging network and ease of access to it will be critical. There is, however, a level of uncertainty in forecasting these figures, including around driver behaviours. It is unknown as to how those who do not have off street parking facilities will ultimately choose to charge their cars. Will drivers allow their batteries to run down and therefore charge from nearly empty using rapid and ultra rapid chargepoints provided in charging hubs or will they keep the battery topped up thereby charging while they are about their normal routines such as at the supermarket, leisure and shopping centres or while they visit the park, etc. The end result is likely to be a mixture of both.

3.8 In order to monitor the deployment of charging infrastructure the Government will use metrics to compare disparities between local areas in terms of type and number of chargepoints including:

- chargepoints per capita and regionally
- % of cars parked on-street and number of chargepoints in an area
- average time to walk to a public chargepoint in areas with less off-street parking
- utilisation of public chargepoints

3.9 Within Greater Manchester there are currently around 500 publicly available EV chargepoints with approximately 1000 connectors (as of summer 2022). Figures provided by Transport for the North suggest that between 2,000 and 3,000 chargepoints will be required in Manchester by 2030. Although approximately 60% of Manchester residents do not have access to off-street parking it should also be noted that at the 2011 census 44.5% of households did not own a car thereby making it more complicated to predict the actual number of public chargepoints required and where they should be located.

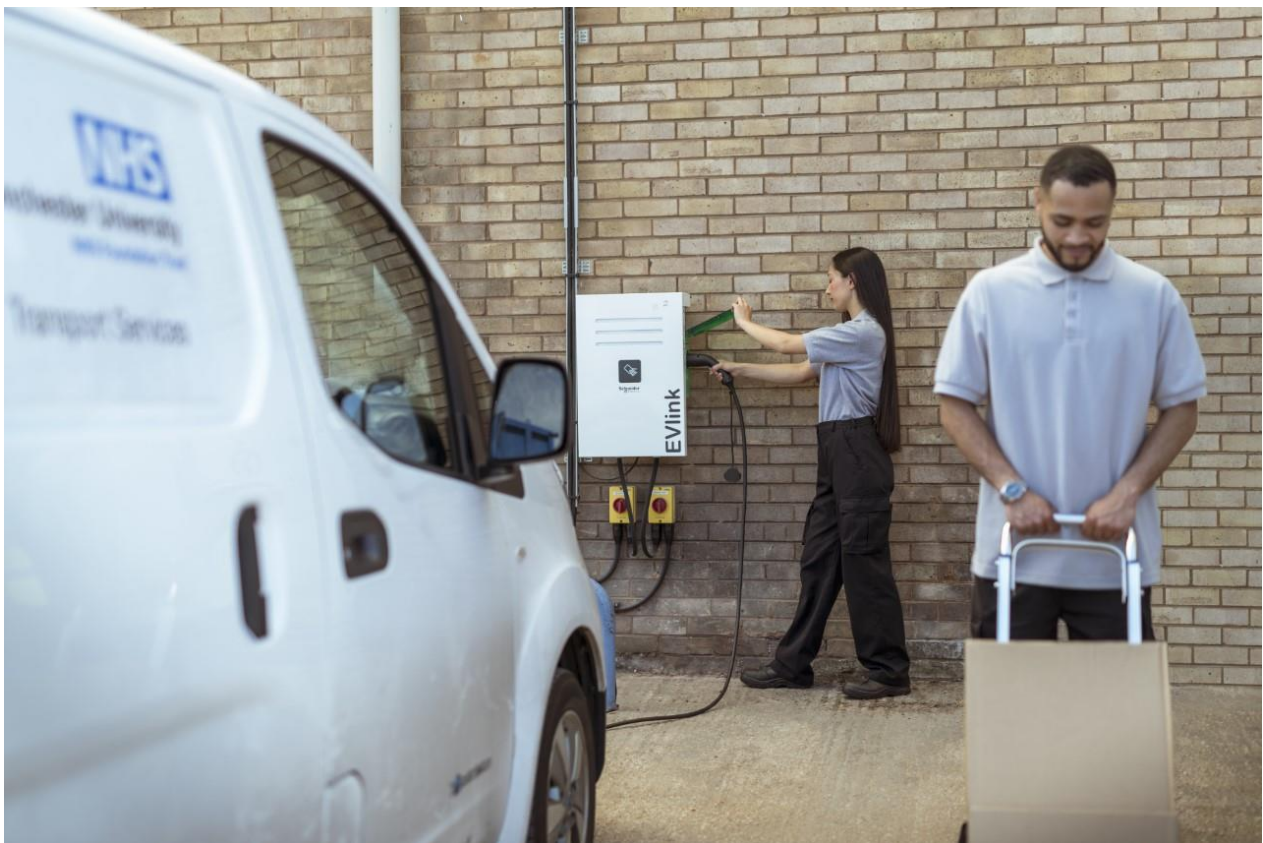


Image Source: TfGM

4.0 EV Principles

4.1 Below is a set of principles for how we will approach the expansion of EV infrastructure going forward:

- **Integrated** – all infrastructure installed should allow anyone to plug into any chargepoint with transparent price charging and, where possible, use contactless payment systems.
- **Inclusive** – the location of charging infrastructure should ensure that residents in those areas where there is limited ability to charge off-street are not disadvantaged. This might be through local points and hubs in residential areas, for those travelling perhaps points at transport hubs, destination locations, etc.

Consideration will also need to be given to disabled drivers and the ease of accessing charge points. Minimum standards and best practice guidance is provided in *PAS 1899: 2022, EV – Accessible Charging – Specification* in relation to the installation of chargepoints specifically adjacent to designated accessible parking bays.

- **Resilient** - consideration will need to be given to the resilience of the electricity grid and its capacity for meeting future charging demands. Future proofing the network will also need to be taken into account as demand increases.
- **Safe and secure** – charging infrastructure should be located where they are visible, overlooked with natural surveillance, have good lighting (either natural or artificial) and are perceived as a secure location.
- **Reliable and well Maintained** – the network needs to be reliable and well maintained for residents to have confidence in the provision in order to promote take up of EVs. Users need to be able to check the real live status of chargepoints and their availability. Having groups of charge points may help to resolve this issue. There is also a need to consider how best to manage non-EVs parking at chargepoint locations.
- **Viable** – where possible the operation and maintenance of publicly owned charging infrastructure should be cost neutral where possible.
- **Environmentally responsible** – electricity used at charging points should, where possible be from renewable resources and also utilise local generation and storage. Installation, operation and maintenance of public charging points should use sustainable materials and construction methods where feasible.
- **Healthier** - the transition to EVs will lead to clean air benefits and can be encouraged through the provision of a well-planned and delivered EV infrastructure network. Such infrastructure will also provide health benefits when integrated with other active travel modes such as cycle hire and are provided as part of wider placemaking initiatives. All chargepoints should be located in a manner that doesn't create obstructions, particularly when located on the highway so as not to impede pedestrians and those with particular mobility needs. As a result a footway width of 1.8 metres will be considered the minimum width to be maintained.

5.0 MCC Role

5.1 This strategy sits behind, and builds on, the GM wide Electric Vehicle Charging Infrastructure Strategy (2021) and provides a way forward for MCC. Although there is no statutory requirement for MCC to provide EV chargepoints the council sees its role as that of assisting the expansion of the public charging network in the relatively short term, to help fill the initial gaps in the infrastructure network until such time that it becomes viable for commercial operators to take over and become the primary suppliers. This is particularly so in those locations where fast chargers would be more appropriate but the provision of such chargepoints is known to be commercially challenging. This is needed to assist those residents without off street parking and also for other groups such as taxis/PHVs and car clubs.

5.2 It is accepted, however, that in the long term there is likely to be a mix of publicly and privately managed/owned charging infrastructure to provide facilities for different customers with different charging needs. MCCs role in supporting the provision of charging infrastructure is through three main channels:

- Direct – supporting the expansion of the Be.EV and other public networks (particularly on MCC land assets), assisting in making provision for charging infrastructure for car club and taxis/PHV and through planning conditions as part of new development
- Leading by example through electrifying the MCC fleet
- Indirect – by approaching and encouraging private enterprise and organisations to expand both the public network in accessible locations or through electrifying their own work based fleets.

Public Charging Network

5.3 The Be.EV public network currently includes 30 double headed chargepoints (as of 1st November 2022). 18,132 charging sessions took place in 2021 by 2,352 unique drivers which is the equivalent of just over 821,500 EV miles. This network has recently been expanded through different funding streams.

5.4 The council supports the expansion of the Be.EV network as funding streams become available however there has been challenges to this growth mainly through issues over site selection/availability, costs and grid capacity. Solutions will need to be found to overcome these problems going forward if we are to develop a network of chargers in the right locations at the right time.

5.5 MCC also has opportunities to take a more direct approach by leasing some of its own parcels of land for the development of charging hubs along with looking into ways of allowing private operators to install and manage chargepoints within council owned car parks and facilities such as leisure centres, community centres, libraries, parks etc.

5.6 The council has taken the view that except for their use by car clubs and taxis/PHVs chargepoints should not be sited in on-street locations for a number of reasons including potential damage, pavement obstructions, visual street clutter, etc. Technology does exist to connect EV chargepoints to lamp posts, and these have been considered, but as the majority of lamp posts in the district are located at the back of the pavement and it was not considered appropriate to trail cables across the footway. Connecting the lamp post

to a charging bollard at the kerbside could again cause issues of street clutter and pavement obstructions and would be a more costly solution. Lamp post chargepoints are slow chargers generally operating at around the 3kW range which is now slower than many home chargers that can be purchased. Neither the trailing of cables nor the provision of cable gullies across pavements is supported by the council.

5.7 A more proactive approach is likely to be required to provide EV chargepoints specifically for taxis and PHVs to help achieve the objectives of the proposed Clean Air Plan. Suitable sites for such installations will be predominantly sought in and around the city centre and also within easy reach of the Airport to meet likely demand.

5.8 It should be noted that there are also a number of other chargepoint providers that are also supplementing the public network by installing chargepoints in accessible locations for all to use such as PodPoint, InstaVolt, Hubsta, and Charge Your Car to name a few. These are a few of a growing number of commercial operators which are locating chargepoints in a variety of locations such as supermarkets, retail parks, car parks, etc. with many of the major petrol filling station providers also beginning to provide chargepoints.

Planning Guidance

5.9 During 2021, as part of the Air Quality Technical Guidance note, the recommendations for the provision of EV charging points as part of new developments has been amended and strengthened (Appendix 1). This advisory guidance provides recommendations for both residential and commercial development proposals for installing chargepoints and also for providing the necessary cable routing for further chargepoints in the future as demand requires. Requirements for the installation of EV chargepoints as part of the Building Control Regulations (Part S) came into force in June 2022.

5.10 It should be noted that under such guidance the council will also be required to provide chargepoints as part of the planning conditions on their own developments. These could be provided either through the existing TfGM contract as part of the Be.EV network or through procuring other providers in an open tendering process (either to procure for all council development contracts or on a development by development basis).

MCC Fleet

5.11 The council is taking the lead in promoting EVs through transitions in our own vehicle fleet. As of May 2022, EVs made up 15.8% of the council owned vehicle fleet. 27 electric refuse vehicles (owned by Biffa) operate on Manchester roads, approximately half the fleet and it is hoped to transition the remainder of the refuse fleet in time. The council has also been successful in applying for grant funding for 12 e-cargo bikes that will support such services and Parks and Cemeteries which are awaiting delivery.

5.12 There is an opportunity to use the fleet transitions as a catalyst for change in other organisations through increased public awareness and further public promotion. The Energy Savings Trust has recently produced a Transport Decarbonisation Report in relation to the council's fleet vehicles which is in the process of being finalised and will provide recommendations going forward.

Indirect Approaches

5.13 The council can also work in indirect ways with TfGM to help in raising awareness among commercial operators both in their role as employers to assist in electrifying their own fleet or providing chargepoints for their staff or as private landowners who may provide opportunities for the expansion of the public network.

5.14 The Workplace Charging grant scheme is currently available for organisations as a voucher-based scheme that provides support towards the up-front costs of the purchase and installation of EV chargepoints for businesses, charities, public sector organisations and also EV chargepoint installers. The council could promote this scheme through its connections with various bodies, organisations and businesses as well as considering staff chargepoints for its own sites where appropriate although staff should not be encouraged to drive to sites unless there is a requirement to do so.

5.15 The Council can approach landowners directly where they have public car parks to try to engage them in EV discussions. This would particularly be the case for locations such as supermarkets and retail parks. A number of supermarket chains are already beginning to install chargepoints in their car parks and if this could be continued through the remaining chains this could provide a range of easily accessible points with a wide geographic spread.



Image source: TfGM

6.0 Delivery and Funding Opportunities for the Public Network

6.1 There are a number of challenges to expanding the public EV infrastructure environment through public means and these are outlined below:

Type of Challenge	Issues
Funding	<p>Funding has been a major challenge to providing EV infrastructure as there are considerable upfront costs and ongoing maintenance costs involved and the payback time will often be around the same length of time as the expected life expectancy of the infrastructure at 7-8 years (possibly longer) after which further upgrades or replacements will be required. The council doesn't currently have a dedicated budget for developing or maintaining a public charging network and to date has relied on submissions for grant funding through TfGM who have been providing the necessary match funding to expand the Be.EV network.</p> <p>Grant schemes currently available include:</p> <ul style="list-style-type: none"> • OZEV Residential On-Street scheme – this provides part funding for local authorities to install chargepoints both in on-street locations and within council owned car parks. • Workplace Charging Scheme – this is a voucher-based scheme that provides support towards the up-front costs of the purchase and installation of EV charge-points, for eligible businesses, charities and public sector organisations mainly for staff and fleet use • Local EV Infrastructure Grant (LEVI) - the details for this scheme have yet to be finalised and is not likely to be open for applications until later in 2023 <p>Commercial operators are growing in number and many now provide fully funded programmes of installation, maintenance and operation at zero cost to the council. Such schemes will need to be explored further along with potential procurement routes but could provide a solution to this issue</p>
Site Identification	<p>There have been issues in the search for suitable locations in the past which has resulted in a very ad hoc approach as funding submissions have arisen. This is partly due to council land assets being owned and managed between different Directorates. Going forward internal processes should be improved to be better defined and streamlined to assist with this process to ensure cross departmental support.</p>

	<p>The first iteration of the Be.EV network (GMEV) was installed in 2013 and relies heavily on on-street locations and city centre car parks. Since 2013 MCC thinking has moved away from on-street provision (unless it is for the sole use of taxis/PHV or car club vehicles) and towards off-street locations. This would favour car parks however, particularly in the city centre, there are a number of development proposals which will impact on many containing current points and limiting the provision of new points in the future. Current transport strategies would also want to move away from encouraging drivers to drive into the city centre purely to charge their vehicles which will require a broader range of charging locations.</p> <p>There are limited council owned car parks outside of the city centre however many leisure and community buildings or parks also have parking provision which may be suitable for the installation of EV points although not all of them have 24hr access.</p> <p>The council does own a number of parcels of land which could be leased in order to develop new charging hubs.</p> <p>It is considered that there does need to be a focus and prioritisation on those areas where there is a lower proportion of off-street parking in the first instance.</p>
Grid Capacity	<p>Grid capacity and connection costs are an issue within the district and will continue to be an issue as electricity demand remains high. Further understanding will be required of this issue from discussions with TfGM and ENWL. These issues have prevented a number of sites going forward for the installation of EV chargepoints through the grant schemes listed above due to their financial viability and will be a constraint in a number of locations.</p>

Opportunities

6.2 There are a number of opportunities and actions that the council can take to assist in accelerating the public network of EV charging infrastructure. In order to accelerate the roll-out of public EV charging infrastructure within Manchester a cross-departmental Steering Group should be formed to consider the most appropriate delivery tools for the council.

Funding

6.3 Up until now the council has relied on funding secured by TfGM through various grant schemes and it is likely that certainly in the short term some form of grant funding may continue but the council may need to consider how best to access and utilise these

schemes. Some consideration will need to be given of the best routes going forward to supplement these grant schemes and there are other options.

6.5 Other funding opportunities are becoming available and the council will need to consider how these can be best utilised to meet the growing needs and requirements of EV charging. As noted in the table above there are a number of commercial EV chargepoint suppliers who are willing to consider the installation of public chargepoints in a way that could be cost neutral to the council (with or without including any grant funding). There may also be some limited options for revenue generation (fixed bay rentals) and profit sharing from these schemes although this should not be at a scale that would make any such scheme unviable to the supplier. However, it should be noted that such contracts are likely to be relatively long term due to the high installation, maintenance and operating costs incurred by the suppliers and as a result the procurement and legal processes involved will need to be carefully considered.

6.6 Separate considerations will need to be given to the provision of EV chargepoints for the use by both taxis/PHVs and car club neither of which is now currently eligible for grant funding. Chargepoints for taxis/PHVs will generally need to be rapid chargers which are more costly to install and will take much longer timescales to recoup their costs making them less attractive to the private market. There may be the possibility of funding these as part of the Clean Air Plan to assist in the transition of the most polluting vehicles within the city centre. This would include taxis/PHVs and light goods vehicles (LGVs) in particular but would also consider the needs of residents and businesses as well.

Site Identification

6.7 A more coherent and joined up approach needs to be found to enable easier and quicker site identification and to ensure that we have a pipeline of suitable and viable sites as funds become available. Chargepoints should normally be located in off-street locations such as car parks or other sites which could be developed as charging hubs. It would normally be expected that chargepoints supported for public charging should have 24hr accessibility where possible although waiting times may be applied to allow access to as many residents as possible during the daytime. Where parking charges apply this will also relate to the EV charging bays. The type of chargepoints to be installed should be matched to the type of use they are expected to fulfil, e.g fast chargepoints for overnight and incidental top-up charging, rapid and ultra-rapid chargepoints for charging hubs, taxis/PHVs, etc. In this instance incidental charging refers to those charging as they visit facilities such as parks, leisure centres, libraries, etc rather than driving to a location specifically to charge their vehicle.

6.8 Each of the user profile groups set out in paragraph 3.2 have different charging requirements and therefore have different locational criteria:

- Private cars - close to residential properties but not directly outside residents' homes, in locations which are perceived to be safe and accessible.
- Taxis/PHVs - not directly outside residential properties, easily accessible and possibly close to main taxi routes. Need to be aware that taxi bays are often larger than standard parking bays and in existing car parks may result in the overall loss of bays.
- Light Goods Vehicles – may charge in workplace car parks overnight or sometimes at residential properties or public car parks
- Local authority and other public sector fleets – workplace charging

- Car clubs - there are a range of car club locations from on-street to car parks in both commercial and residential areas
- En route – those requiring a quicker charge as part of longer journeys Additional to these user groups for those wanting to charge vehicles quickly and perhaps from empty rather than just for a top charge charging hubs or similar sites such as filling stations will probably be used which are likely to be in easily accessible locations.

6.9 Sites can be identified through a number of means including through officer knowledge and local engagement along with the use of digital mapping software. Individual requests for chargepoints that have been received by the council can be used to help identify where there may be need arising for additional facilities however it is considered that locations should serve wider community needs and not just to serve individuals at their private homes. They should be located in accessible locations with natural surveillance for security purposes. Flexibility will need to be built into any approach to identifying locations as it is acknowledged that 'one size does not fit all'. Appropriate dwell times for the types of chargepoints being installed will have to be carefully considered and appropriate enforcement measures put in place.

6.10 As stated at the beginning of the strategy the proportion of homes in Manchester without access to off street parking facilities is approximately 60%. In terms of the public charging network priority should be given in the first instance to those areas which have the highest density of properties without off-street parking facilities, mainly those areas where terraced houses and flats are dominant. Map.1 below broadly indicates where the density of these types of property are highest. More detailed data tools will help to further refine this information to help inform where initially the installation of chargepoints should be focused.

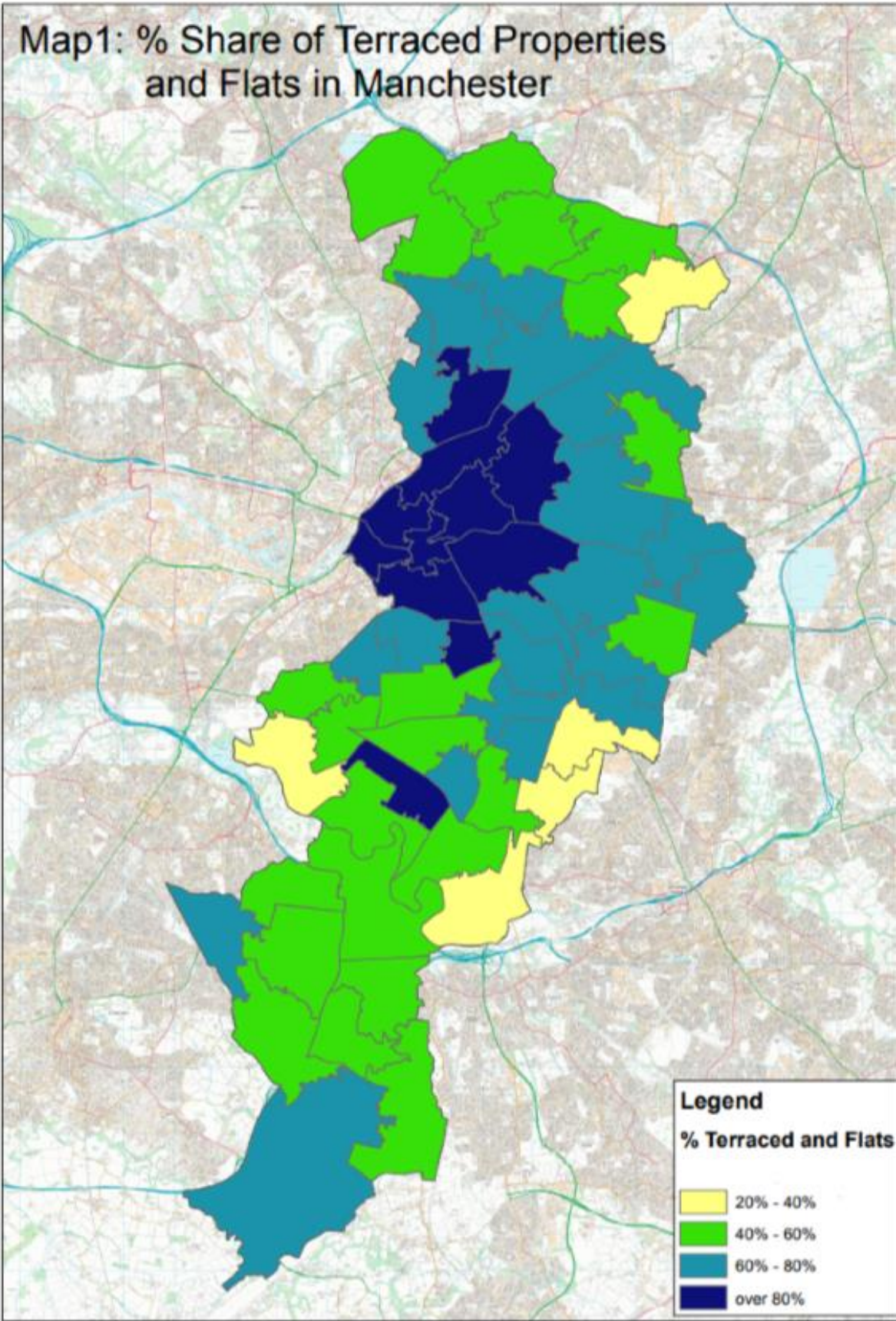
6.11 Other priorities for public chargepoints could be at locations that serve destination locations and areas of larger workforce parking, e.g. science and industrial parks however these are more likely to be owned by commercial operators and private landowners and the council may only be able to raise awareness and encourage installation in these locations.

6.12 The council consults internally and where appropriate with elected members and the general public in relation to the location of charging points.

Influencing EV Charging Infrastructure

6.13 The council, and TfGM, has contacts with a number of employers, landowners and organisations and can use these contacts to raise awareness and encourage the uptake of EVs as both part of their own fleet use or as a means of expanding the public network in accessible locations. This can help their own carbon and emission reduction. Some of the tools available are outlined below:

- Promoting the TfGM webpage which provides information and the ability to identify possible charging locations
- Press Releases
- Internal staff communications
- Disseminate through local group and business networks
- Applying the recommendations of the EV Charging Best Practice Note in relation to new development



Source: 2011 Census

7.0 Recommendations and Actions

7.1 In order to accelerate the installation of EV charging infrastructure it is proposed that:

- the council will form a cross departmental steering group to oversee the delivery of the recommendations in this report
- the council will support the expansion of the Be.EV public network in partnership with TfGM as grant funding opportunities arise
- the council will consider the suitability of locations within its own car parks and parking areas for the installation and operation of chargepoints by private suppliers
- the council will consider leasing parcels of its own land for the development of charging hubs in suitable locations
- the council will seek to make the best utilisation of funding opportunities as they become available to expand the charging network and consider the installation of supplier provided equipment on MCC owned land
- the council will support locations which could serve taxis and PHVs to increase the take up of EVs within this group, either on-street or off-street
- the council will support locations that encourage the electrification of the car club fleet, either on-street or off-street
- the council will continue to seek ways to de-carbonise the councils own fleet of vehicles to reduce emissions and will provide the necessary charging infrastructure for this
- the council will support the provision of EV chargepoints for staff use in appropriate circumstances

8.0 Monitoring

8.1 Monitoring data of the Be.EV network and the performance of individual points is already collected by Swarco on behalf of the operator which provides useful information on local demand for charging. Such data can help to identify future locational needs and assists with further planning the expansion of the network.

8.2 Further monitoring from successful suppliers will form part of the procurement process.



Image Source: Enterprise

Appendix 1

Electric Vehicle Charging - MCC Best Practice Recommendations

▪ Electric Vehicle (EV) chargepoints and infrastructure are recommended for the following applications:

- 1 or more residential units with any parking spaces.
- Non-residential development with any parking spaces.

EV charging recommendations:

• **Residential:**

- On-site/allocated parking: 1 EV chargepoint (minimum 7kW*) for each dwelling.
- Unallocated parking: minimum 20% EV (minimum 7kW*) chargepoints, and cable routes for all other spaces.

• **Non-residential:**

- 10 or less parking spaces: minimum 1 EV chargepoint, and cable routes for all staff spaces.
- 11 or more parking spaces: minimum 20% EV chargepoints, and cable routes for all staff spaces.
- Charging units dependent on end-use as follows:
 - Minimum 7kW*: offices, hotels, nursing homes, sheltered accommodation, industrial units, retail units.
 - Minimum 22kW*: supermarkets etc.
 - Minimum 50kW*: service stations etc.

**Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. See British Standard BS EN 61851-1:2019.*

Other considerations required by the Local Planning Authority may include:

- Chargepoint type and speed
- Electrical and safety standards
- Back office functionality
- Data security
- Interoperability/compatibility
- Smart charging (where appropriate)
- Load management
- Anti-collision barriers

^[1] <https://www.gov.uk/government/publications/electric-vehicle-homecharge-scheme-minimum-technical-specification/electric-vehicle-homecharge-scheme-minimum-technical-specification>

**Manchester City Council
Report for Information**

Report to: Environment and Climate Change Scrutiny Committee – 8
December 2022

Subject: Single Use Plastics

Report of: Head of Integrated Commissioning and Procurement
Strategic Lead – Resources and Programmes
Sustainability Project Manager, Zero Carbon

Summary

This report provides an update on work being undertaken across the Council on Single Use Plastics as part of the action under Workstream 3 of the Council's Climate Change Action Plan. In particular, the report refers to the programme of work that is being set out, progress to date and next steps.

Recommendations

The Committee is recommended to note and comment on the information in the report.

Wards Affected: All

<p>Environmental Impact Assessment - the impact of the issues addressed in this report on achieving the zero-carbon target for the city</p>
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<p>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</p>
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<p>Equality, Diversity and Inclusion - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments</p>

<p>Actions set out in the Climate Change Action Plan 2020-25 recognise the need for just and equal delivery of climate action across the city, focusing on the areas such as community engagement, accessible transport, access to green spaces and tackling fuel poverty.</p>
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Manchester Strategy outcomes	Summary of how this report aligns to the OMS/Contribution to the Strategy
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 will 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, improved air quality and easy access to green spaces.
A liveable and low carbon city: a destination of choice to live, visit, work	Becoming a zero carbon city will 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.

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.

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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 Updated 2022

1. Introduction

- 1.1 The purpose of this report is to update the Committee on progress to date on the Council's commitments on Single Use Plastics (SUPs) and to outline next steps and actions.
- 1.2 In 2019 Manchester City Council pledged to eradicate avoidable Single Use Plastics by 2024. This was following the Greater Manchester Combined Authority (GMCA) launching the first city-region wide plan to drive down avoidable SUPs as part of the #PlasticFreeGM campaign, in which all ten GM Local Authorities signed up to the Local Authorities Plastic Pact.
- 1.3 All ten GM local authorities, plus the GMCA, have committed to actions related to reducing SUPs including aiming to eradicate avoidable single use plastic on the public estate; sharing data, knowledge and best-practice on avoidable SUPs; embedding environmental sustainability criteria in social value procurement mechanisms; and raising awareness amongst staff, suppliers and the wider community to influence and change behaviour.
- 1.4 Our commitment has been reflected in the MCC Climate Change Action Plan 2020-25 (CCAP) under Workstream 3: Reducing Consumption Based Emissions and Influencing Suppliers.
- 1.5 The Council has committed additional resource to this area of work through the creation of a Sustainability Project Manager role to lead this area of work, along with embedding sustainable events activity. The postholder was appointed in June 2022.

2. Wider context on single use plastics

- 2.1 Single use plastic (SUP) items are designed to be used only once before being thrown away. These items include, but are not limited to, hot and cold drinks cups and lids, stirrers, drink bottles, cutlery, bin bags, straws and a large amount of packaging (such as bags, polystyrene and bubble wrap). Many items of Personal Protective Equipment (PPE) such as gloves and face masks are also SUPs.
- 2.2 Overuse of SUPs, as well as improper disposal contributes to a range of issues including pollution, climate change and health problems.
- 2.3 According to the Department for Food & Rural Affairs (DEFRA), it is estimated that on average each person uses a staggering 18 single-use plastic plates and 37 single-use plastic items of cutlery each year in England. For Manchester's population of 588,250, this could equate to nearly 10.5 million plastic plates and almost 22 million plastic cutlery items annually.
- 2.4 The durability of plastic means litter from items used for a few minutes can last for centuries in landfill or as litter in open-spaces or our lakes, rivers and oceans. Plastic waste is not biodegradable, meaning that it takes hundreds of years to decompose into tiny pieces known as microplastics. Items such as

plastic bags can block waterways and sewers, which leads to an increased risk of local flooding and posing threats to wildlife. Around the world, more than one million birds and over 100,000 sea mammals and turtles die every year from eating or getting tangled in plastic waste.

- 2.5 Plastic waste also has a significant negative effect on climate change through its production (as often plastics are made using fossil fuel), along with the energy required for disposal (including recycling).
- 2.6 A direct impact for the Council is seen through the Waste and Recycling team resources needed for waste and litter management.
- 2.7 According to the Plastic Health Coalition, plastics carry a significant risk to human health. Microplastics contaminate our food and waterways, they also attract micro-organisms, such as harmful bacteria. Plastics are also known to contain a number of harmful chemicals often associated with serious health issues, such as hormone related cancers, infertility or neurodevelopment disorders.
- 2.8 The picture on single-use plastics is complex. It is not as straight forward as removing or replacing all SUPs, as for some there is no viable alternative. This may be for health and safety reasons, financial motivations or avoiding food waste (of perishable products) for example. Consideration for the environmental impacts of alternative materials is also needed, including weight, transportation (especially important for packaging), how much of the material is recycled and how it is disposed of.

3. Council commitments

- 3.1 Within the refreshed Manchester City Council Climate Change Action Plan 2020-25 reviewed by this Committee and approved by the City Council's Executive in September 2022, we have strengthened the single-use plastic actions. We now have one SUP-related action for the Council and one for the Council's wider influence on the city, both of which aim to reduce avoidable SUPs, therefore reducing waste and carbon-related emissions:

Action 3.2: Ensuring the Council reduces avoidable SUPs by 2024 by:

Reducing single use plastics from across the Council's operational estates (i.e. cafes), markets (including pop-up markets), Council run events and other events held on Council owned land and procurement (including packaging on goods).

Action 3.6: Ensure all MCC Markets and Parks meet the Council's Single Use Plastic Free Pledge and UK Government legislation by:

Embedding and enforcing requirements to be single use plastic free within Market trader licences and Park trader licences

3.2 Work was undertaken by the City Council's Events Team on SUPs reduction in 2021, which showed adoption of reusable cups at all of Manchester's outdoor events could save approximately 1 million single use plastic cups each year from entering the waste stream, which equates to approximately 57 tonnes of carbon (when comparing embodied carbon in reusable and single-use cups). The impact of the pandemic on event delivery had enabled more resource from the events team to be directed to progressing this area of work. A risk was identified that this work would not reach its full potential without a dedicated staffing resource to support the climate actions relating to sustainable events and the Council moving towards being single use plastic free by 2024.

3.3 Funded through additional resources made available in the Council's 2022/23 budget, there is now a dedicated MCC Sustainability Project Manager assigned to this area of work, which has enabled a work programme to be developed. In post since June 2022, the main priorities within the work programme for the first 12 months are:

- Define which SUPs the Council uses through carrying out an audit
- Develop a baseline for SUP use
- Develop an action plan to outline steps required for eliminating avoidable SUPs and minimising the impact of unavoidable SUPs
- Develop organisational understanding of avoidable SUPs and environmental and financial impacts of SUPs
- Develop an External Stakeholder Engagement Plan

4. Progress to date

4.1 Progress to date on this programme of work since our Sustainability Project Manager came into their new post in June 2022 includes:

- i. Data collection to establish the current baseline of single use plastics in use across the Council.
- ii. Engaging internal stakeholders to raise awareness and embed the commitment.
- iii. Engaging external stakeholders to share the Council's commitment and drive down avoidable SUPs use across the city.

4.2 *Data collection to establish a current baseline:* This has involved categorising SUPs as avoidable or unavoidable by 2024. As outlined at 2.8, not all SUPs are avoidable. This has involved targeting Commissioning and Contracts Leads on which SUPs are procured and also defining the Council's commitment to reducing SUPs. Key SUPs in use have been identified as PPE, cleaning and household supplies (including bin bags), catering consumables, plastic drinks bottles, packaging on various products and parking ticket bags.

4.3 *Engaging with internal stakeholders to raise awareness and embed the commitment.* This has involved challenging common practice and offering support in assessing alternative options to SUPs in use. To date, this has included a Council-wide call to action and questionnaire; targeted call out to

Social Value, Commissioning and Contracts Leads; and bespoke engagement. To date the Zero Carbon team has engaged on SUPs with 13 teams and 93 individuals, across HROD, Corporate Estates, Adults Services, Neighbourhoods, Population Health, Homelessness, Education and Children's Services. These conversations have highlighted some of the measures and good practice already in place across MCC:

- Packaging – identified as a problem area, particularly across ICT and Adaptations Team. However, some good practice is already demonstrated by suppliers, including use of more sustainable alternatives such as bamboo, sugar cane and recycled post-consumer waste, along with tapeless carton boxes.
- Catering consumables – significant reductions of SUPs have been made across cafes on the Council estate. Good practice will be shared across all to promote consistency. As outlined by WRAP in '[Clear on Plastics](#)', careful consideration of bio-plastic, biodegradable and compostable plastics is key here. These products require industrial composting facilities to degrade properly and ensure they do not contaminate recyclable materials.
- Cleaning products – Facilities Management achieved reductions in plastics use through purchase of bulk refill containers and removal of desk bins in offices and so a reduction in bin bags.
- Parking ticket bags: 200,000 plastic Parking Charge Notice (PCN) bags are purchased each year to support Parking Enforcement. These bags need to be weatherproof to protect the paper PCN once issued and are disposed of by the motorist. From April 2023, the bags will be made from a minimum of 30% recycled content. This aligns to the [UK Plastics Pact](#) target of 30% average recycled content across all plastic packaging, and encourages responsible disposal by the motorist.

4.4 *Engaging with external stakeholders to share the Council's commitment to reducing avoidable SUPs by 2024 and offering collaboration opportunities.* To date, examples include:

- Since 2018, Markets has banned the use of single use plastics for drinking vessels, straws, cutlery, tasting/shot glasses and bags. Traders must commit to this and the Markets team monitor this consistently when markets are operational.
- Working with external events held on Council land to promote use of reusable cups in place of disposable SUP cups. The Council published a Reusable Cups Guide in Autumn 2021 to share good practice. A pilot project undertaken by Markets to loan out Council-owned reusable cups to event organisers started in June 2022. This has successfully moved three events onto using reusables and prevented 24,000 single-use cups entering the waste stream, a saving of half a tonne of plastic waste. Further events have been engaged to understand barriers and identify solutions to implementing reusable cup systems in next year's event season. Work with the events sector is in the context of ongoing pressures and uncertainty surrounding the impact of the pandemic. Reports taken to

the Communities and Equalities Committee in January and July 2022 outline this further.

- The Integrated Commissioning & Procurement (IC&P) unit provides procurement advice and support to schools on an ad hoc basis as needed. This includes direct advice when requested by a school on a specific procurement issue, or participating in events, such as school governors or business managers' forums. Schools have recently taken over milk procurement and guidance was issued by IC&P on how to take environmental considerations into account including specifying reusable bottles instead of plastic.

4.5 In March 2021, the council added a new 10% evaluation weighting specifically in relation to climate change and the environment as part of the Social Value element of contracts and this Committee had a report on this work in June 2022. The Council's SUP reduction commitment is included in the guidance for suppliers so that we can reduce the amount of SUP coming from suppliers.

4.6 Enforcement teams in Neighbourhoods are also working with businesses across the city to ensure the plastics ban on items such as cotton buds, straws, and drinks stirrers, (brought into effect in England in October 2020) is being adhered to. This will change to incorporate the results of a subsequent government consultation on other items including plates, cutlery and polystyrene cups (which ended in February 2022).

5. Next steps

5.1 The focus over the next six months is:

- Complete the audit of SUPs in use on the public estate through engagement with internal teams.
- Develop the baseline for SUPs use, including analysis by an independent expert and further analysis of contracts (in place or due for renewal).
- Develop an action plan to outline steps required for eliminating avoidable SUPs by 2024, along with next steps from 2025 aligned to the next edition of the CCAP. This will be aligned to the waste hierarchy, broadly focussing on avoid, reduce, replace and lastly recycle (for the unavoidable SUPs). However, as potential SUP reduction actions are identified, this will be progressed as soon as practically possible to do so.
- Develop organisational understanding of avoidable SUPs and environmental impacts of SUPs. This includes supporting teams across the organisation to assess alternative options to SUPs.
- Continued engagement of key external stakeholders, including our supply chain, partners such as MCRactive (where cafes and vending machines are in venues) and partners who we can learn from, such as the NHS and FoodSync.

5.2 The workforce will be engaged further through:

- Establishment of a cross Council working group to contribute to the Council's SUPs Action Plan

- Sharing of good practice examples through internal communications channels
- Inclusion in Carbon Literacy Training package
- Alignment to the development of advanced bespoke MCC Carbon Literacy Training and work to embed zero carbon within new and updated policies and strategies. Both strands of work are being overseen by the MCC Zero Carbon Workforce Development Manager who presented a report on the Council's Carbon Literacy programme to this Committee in November 2022.
- Ensuring the SUPs Action Plan is aligned to other work undertaken by the Council which is linked to SUPs usage such as Keep Manchester Tidy, Tobacco Control and Childhood Obesity.

5.3 Production of a Council SUP Policy to further communicate the commitment internally and externally.

5.4 Continue to share good practice and data with partners through GM networks and nationally as appropriate.

6. Recommendations

6.1 To note and comment upon the contents of this report

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**Manchester City Council
Report for Information**

Report to: Environment and Climate Change Scrutiny Committee – 8 December 2022

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.

Wards Affected: All

Contact Officers:

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

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
9 December 2021	ECCSC/21/33 Aviation and Carbon Emissions	That the Executive Member for the Environment convene a meeting with Members of the Committee to discuss further the issues raised at the meeting.	Executive Member for Environment and Transport is progressing this recommendation.	Cllr Rawlins Executive Member for Environment and Transport

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 **28 November 2022**, 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
Electric Vehicle Charging Strategy (2022/09/12A) The approval of the Draft Strategy and agreement to its publication.	Executive	14 Dec 2022		Report and recommendations	Phil Havenhand, Interim Head of Infrastructure & Environment Phil.Havenhand@manchester.gov.uk

<p>Manchester Active Travel Strategy and Investment Plan (2022/11/21A)</p> <p>To adopt the Manchester Active Travel Strategy and Investment Plan</p>	<p>Executive</p>	<p>18 Jan 2023</p>		<p>Report to Executive - Manchester Active Travel Strategy and Investment Plan</p>	<p>Rob Scott robert.scott@manchester.gov.uk</p>
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**Environment and Climate Change Scrutiny Committee
Work Programme – December 2022**

Thursday 8 December 2022, 10 am (Report deadline Tuesday 29 November 2022)

Item	Purpose	Lead Executive Member	Lead Officer	Comments
Local Area Energy Plan	To receive an update on the progress of the Local Area Energy Plan.	Cllr Rawlins	Becca Heron Phil Havenhand	
Electric Vehicle Charging	To receive a report that describes the provision and delivery of electrical charging points for motor vehicles.	Cllr Rawlins	Rebecca Heron Carolyn Howarth	
Single Use Plastic Free 2024 Progress Report	To receive a report on the progress being made towards our pledge to be Single Use Plastics Free by 2024.	Cllr Rawlins	Mark Duncan Helen Harland Peter Schofield	
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.	-	Scrutiny Support Officer	

Thursday 12 January 2023, 10 am (Report deadline Friday 30 December 2022)

Item	Purpose	Lead Executive Member	Lead Officer	Comments
Manchester Airport and Aviation Emissions	To receive a report that discusses the steps taken to reduce emissions that result from the aviation industry.	Cllr Rawlins	David Houliston	Representatives of Manchester Airport Group will be in attendance.
Manchester City Council Climate Change Action Plan – Quarter 3 Update report	To receive and comment upon the Manchester City Council Climate Change Action Plan quarterly update report.	Cllr Rawlins	Mark Duncan Sarah Henshall Gina Twigg	
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.	-	Scrutiny Support Officer	

Thursday 9 February 2023, 10 am (Report deadline Tuesday 31 January 2023)

Item	Purpose	Lead Executive Member	Lead Officer	Comments
2023/24 Budget Report	Consideration of the final 2023/24 budget proposals that will go onto February Budget Executive and Scrutiny and March Council.	Cllr Rawlins Cllr Igbon	Carol Culley Paul Hindle	
Active Travel Strategy	To receive a report on the Active Travel Strategy. The Committee have also requested information on the Staff Active Travel Scheme.	Cllr Rawlins	Rebecca Heron Pat Bartoli Annalie Pearce Amy Powe	
Communications and Climate Change	To receive a report that provides an overview of the investment into climate change focused communications, and early assessment of impact.	Cllr Rawlins	Alun Ireland	
Planning Policy and Climate Change	To receive a report that considers how planning policy contributes to addressing climate change. The report will include, but is not restricted to, carbon standards for new build homes; flooding mitigation and heat island mitigation.	Cllr White	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.	-	Scrutiny Support Officer	

Thursday 10 March 2023, 10 am (Report deadline Tuesday 28 February 2023)

Item	Purpose	Lead Executive Member	Lead Officer	Comments
Manchester Green and Blue Strategy and Implementation Plan, including annual update and a report on the Tree Action Plan	<p>To receive the annual update on the delivery of the Green and Blue Implementation Plan together with information on the delivery of the Tree Action Plan.</p> <p>The Committee have requested that this item includes discussion on flood risk management with reference to the Victoria North Development; the role of partners such as the Environment Agency and their response to incident of spillages and pollution in rivers and information on the Our Rivers, Our City Strategy.</p>	Cllr Rawlins	Julie Roscoe	
Parks and Open Spaces	To receive a report that provides information on the approach to open spaces to promote biodiversity and reduce carbon emissions. Members have requested that this includes consideration on the use of pesticides, including its use in allotments, woodland space and the interface between grounds maintenance and street cleansing services.	Cllr Igbon	Kylie Ward Matthew Bennett	
Housing Retrofit	To receive a progress report on emerging proposals and provide an opportunity for members to contribute to and influence this policy.	Cllr White	Becca Heron / Martin Oldfield / David Ashmore	Update report to that considered at the 8 September 2022 meeting.
Zero Carbon Culture Guides	To receive information on the work being delivered in relation to engaging Culture organisations with their	Cllr Rawlins /	Sarah Elderkin	

	zero carbon journeys.	Cllr Rahman	Louise Lanigan	
Crematoria and Cemeteries	To receive a report that describes the carbon impact of cremation, including information on the activities to promote biodiversity in cemeteries.	Cllr Igbon	Matthew Bennett	
Neighbourhood Teams and Community Engagement	Further to the report considered at the meeting of 10 November 2022 the Committee have requested a brief update report on recent activities.	Cllr Igbon	Shefali Kapoor	
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.	-	Scrutiny Support Officer	

Items to be scheduled

Item	Purpose	Lead Executive Member	Lead Officer	Comments
Carbon Reduction Procurement Progress Report	To receive an update report on the steps that have been taken within the council's procurements to support carbon reduction	Cllr Rawlins	Mark Leaver Peter Schofield	Update to the report considered 23 June 2022.
Retrofit Plan	To receive and comment upon the Council's Retrofit Plan.	Cllr White	Becca Heron / Martin Oldfield / David Ashmore	Executive Report
Approach to maximising revenue	To receive a report that discusses the approach to maximise revenue from commercial events delivered	Cllr Igbon Cllr	Kylie Ward Matthew	

income from commercial activities in Parks	in Manchester parks.	Hacking	Bennett	
Flytipping and changes to charging for replacement recycling bins	To receive a report that considers the relationship between the introduction of a charge to replace domestic recycling bins and incidents of flytipping.	Cllr Igbon	Heather Coates Matthew Bennett	