



Environment and Climate Change Scrutiny Committee

Date: Thursday, 12 January 2023

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.

Access to the Council Antechamber

Public access to the Council Antechamber is on Level 2 of the Town Hall Extension, using the lift or stairs in the lobby of the Mount Street entrance to the Extension. That lobby can also be reached from the St. Peter's Square entrance and from Library Walk. **There is no public access from the Lloyd Street entrances of the 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

To approve as a correct record the minutes of the meeting held on 8 December 2022.

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5. Waste Collection Over the Christmas Period - Verbal Update

Noting the increase in waste associated with the Christmas period the Committee have requested a verbal update on the waste collection service during this time.

6. Manchester Airport and Aviation Emissions

Report of Manchester City Council, Manchester Climate Change Agency and Manchester Airports Group

11 - 26

This report provides a further update on progress since the 9 December 2021 report the Committee received which considered the relationship between aviation and the city's carbon emissions. It sets out the Council's role in relation to reducing aviation emissions and its relationship to Manchester Airports Group (MAG) who own and operate three UK airports including Manchester Airport.

Two separate updates are appended to the report. The first is from the Manchester Climate Change Agency which provides in an extract from the 2022 Update to the Manchester Climate Change Framework setting out the citywide position in relation to aviation emissions. The second is from MAG and provides an update on the international position in relation to aviation emissions, the approach taken by the UK Government and

MAG's own work to reduce emissions from flights to and from Manchester Airport and from ground operations.

7. **Manchester City Council Climate Change Action Plan - Quarter 3 Update Report** 27 - 54
Report of the Deputy Chief Executive and City Treasurer

The purpose of the report is to provide a progress update on Manchester City Council's delivery of its Climate Change Action Plan (CCAP) 2020-2025 for Quarter 3 2022-23 (October – December 2022).

8. **Draft Terms of Reference and Work Programme for the Climate Change Ward Action Plans Task and Finish Group** 55 - 60
Report of the Governance and Scrutiny Support Unit

This report sets out the proposed terms of reference and work programme for the Climate Change Ward Action Plans Task and Finish group.

9. **Overview Report** 61 - 68
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.

The Council wants to consult people as fully as possible before making decisions that affect them. Members of the public do not have a right to speak at meetings but may do so if invited by the Chair. If you have a special interest in an item on the agenda and want to speak, tell the Committee Officer, who will pass on your request to the Chair. Groups of people will usually be asked to nominate a spokesperson. The Council wants its meetings to be as open as possible but occasionally there will be some confidential business. Brief reasons for confidentiality will be shown on the agenda sheet.

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Smoking is not allowed in Council buildings.

Joanne Roney OBE
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Further Information

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

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This agenda was issued on **Wednesday 4 January 2023** 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 8 December 2022

Present:

Councillor Shilton Godwin – in the Chair

Councillors Chohan, Hughes, Ilyas, Lyons, Nunney, Razaq and Wright

Apologies: Councillor Doswell and Holt

Also present:

Councillor Foley, Deputy Executive Member for Environment and Transport

ECCSC/22/45 Minutes

Decision

To approve the minutes of the meeting held on 10 November 2022 as a correct record.

ECCSC/22/46 Local Area Energy Plan – Progress Update

The Committee considered the report of Strategic Director, Growth and Development that described that Greater Manchester Combined Authority (GMCA) was 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 an overview of the city's LAEP and how this would be used to meet our target to be a zero carbon city region by 2038.

Key points and themes in the report included:

- Providing an introduction and background;
- Describing identified main issues; and
- Describing ongoing work and next steps.

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

- Noting the challenge of domestic boilers being ready to use hydrogen fuel;
- The challenges to retrofitting presented by heritage buildings and what could be done to support residents;
- What support was available more generally to support local residents in regard to delivering sustainable energy solutions;
- Noting the prevalence of pre-1914 homes across Manchester and these being reported as dwellings that were most consistently identified as needing fabric retrofit to support decarbonisation;
- Noting that there were a significant number of properties that were still single glazed.

In response to the Committees deliberations the Strategic Lead, Resources & Programmes advised that residents could access the GMCA Your Home, Better website as a source of information and support available. Your Home, Better is an independent service delivered by retrofit experts, providing advice, planning and delivery to help reduce the costs of your bills as well as carbon emissions associated with home energy and heating. He acknowledged the specific comment regarding the challenges and associated costs of retrofitting heritage buildings.

The Strategic Lead, Resources & Programmes further commented that currently there was a national issue in the supply of hydrogen domestic boilers, noting that currently there was no demand for these.

The Strategic Director Development stated that the Council was taking a civic leadership role on the issue of LAEP, and this was aligned to the Climate Change Action Plan. She stated that future reports to the Committee would include an agreed action plan.

The Interim Head of Infrastructure and Environment noted the comments regarding pre 1914 housing stock across the city. He stated that this understanding helped inform the modelling and articulating the scale of investment required to adequately deliver the scale of retrofitting. He further noted that replacing single glazing would significantly reduce heat loss and improve energy efficiency.

Decision

1. The Committee note the report.
2. Recommend that an update report is submitted for consideration in the new municipal year.

ECCSC/22/47 Draft Manchester Electric Vehicle Charging Strategy

The Committee considered the report of Strategic Director (Growth and Development) that provided an overview of the draft Manchester Electric Vehicle Charging Strategy.

Key points and themes in the report included:

- Providing an introduction and background;
- Consideration of the main issues associated with the strategy; and
- Providing the draft Manchester Electric Vehicle Charging Strategy for comment.

The Committee had been invited to comment on the report prior to it being considered by the Executive.

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

- Noting the challenge and increased costs experienced by leaseholders wishing to install Electrical Vehicle Chargers, and what support could the Council offer tenants in negotiations with their landlords and property owners;

- How would Electric Vehicle Charging Points be distributed across the city; and
- How did this strategy complement other strategies, noting that the ambition was to improve public transport, improve options for active travel and thus reduce the dependency on cars.

The Strategic Director (Growth & Development) advised that the strategy described the role of the Council. The strategy recognised that this area of work would be led primarily by the market, and would respond to demand.

The Interim Head of Infrastructure and Environment acknowledged that there was a need to introduce more electric vehicle charging facilities, hence the production of the strategy. He further advised that the installation of domestic charging points was primarily currently for those with the funds and ability (i.e having a driveway) to do so, adding that the Council had limited ability to intervene between a tenant and a landlord on this issue.

The Senior Policy Officer stated that this strategy would be reviewed in recognition of the speed of which technology developed. She said that these initial proposals were for the Council to consider the best use of their estates and facilities to deliver charging points, noting that grid capacity would also have to be taken into consideration. She said that the use of Council facilities would supplement wider provision by the market. She further commented that any new developments were now required through planning conditions to ensure electric vehicle charging points were installed.

The Interim Head of Infrastructure and Environment stated that the GM 2040 Transport Strategy had committed to 50% of all journeys being undertaken by public transport and active travel, and anticipated an increase in the use of electric vehicles. He said that as demand developed, the location of electric vehicle charging facilities across the city would remain under review.

The Deputy Executive Member for Environment and Transport reiterated the importance of delivering an integrated sustainable transport strategy, adding that reliable alternatives would reduce dependency on cars. She stated that this also needed to be considered in the context of climate and health justice, noting the significant issue of air quality and health implications, particularly for children across the city.

In considering this item the Chair reiterated the need to consider this topic in conjunction with the strategies to improve active travel and improve connected public transport across all areas of the city.

Decision

1. The Committee recommend that an additional principle be included in the list of Principles listed at page 15 of the Manchester Electric Vehicle Charging Strategy. To read as 'Electric Vehicle charge points should be readily available and accessible to residents wherever they live in the city.'

2. The Committee recommend that the Manchester Electric Vehicle Charging Strategy be considered in conjunction with emerging policy and strategy on public transport and active travel.

3. The Committee recommend that the Executive approve and endorse the Manchester Electric Vehicle Charging Strategy, noting the above recommendation.

ECCSC/22/48 Single Use Plastics

The Committee considered the report of Head of Integrated Commissioning and Procurement; Strategic Lead, Resources and Programmes and the Sustainability Project Manager, Zero Carbon that provided 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.

Key points and themes in the report included:

- Providing an introduction, noting that in 2019 Manchester City Council had pledged to eradicate avoidable Single Use Plastics (SUPs) by 2024;
- All ten Greater Manchester local authorities, plus the Greater Manchester Combined Authority had committed to actions related to reducing SUPs including aiming to eradicate avoidable single use plastic;
- Describing the Council's commitments as stated within the refreshed Manchester City Council Climate Change Action Plan 2020-25;
- Progress to date; and
- Next steps.

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

- What approach was taken to SUPs at markets, noting the success of the Christmas markets;
- Noting that for specific health conditions it was necessary to use a straw;
- How were avoidable and unavoidable plastics assessed; and
- What was the approach taken to the various supply chains via the Council's procurement process on the issue of SUPs.

The Sustainability Project Manager responded by advising that SUP food and drink serveware and bags had been banned on the Manchester Christmas markets since 2019, and this was routinely checked by officers. She further noted the comment regarding access to drinking straws for those with specific health conditions and advised that information on this would be provided to the Member following the meeting. She further advised that the Zero Carbon Team would continue to support the key messaging and enforcement surrounding SUPs, which will reflect the outcome of most recent Government consultation on a potential further ban on SUP items when known. She said they were committed to working with different teams and external partners on education and engagement on SUPs, including the Events Team to support them, adding that they produced written guidance in the form of a range of Sustainable Events Guides, including a specific guide on reusable cups and shared examples of good practice

In response to the question raised regarding the distinction between avoidable and unavoidable plastics she advised that the approach was to understand what was in use; categorise the item as avoidable or unavoidable by 2024 through consideration of alternatives, including production and waste stream consequences. She also clarified that the categorisation of SUPs would be completed as part of action planning process within the next six months, so that avoidable SUPs could be eradicated by end of 2024 and a plan in place for unavoidable SUPs beyond 2024.

The Head of Integrated Commissioning and Procurement advised that the Council had introduced a 10% evaluation weighting in procurements relating to climate change and the environment. He said that written guidance in relation to this was provided to contractors, noting that the questions asked of suppliers needed to be relevant to the specific nature of the contract. He advised he could provide written examples of questions asked regarding SUPs to the Chair to use in response to a resident's query.

The Deputy Executive Member for Environment and Transport called for the increased awareness amongst the population on the issue of SUPs. In response to a specific issue raised regarding the licensing regime, the Chair suggested that she should pursue this in her capacity as a Deputy Executive Member.

Decision

To note the report.

ECCSC/22/49 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 advised the Committee that the need to maximise revenue to the Council from commercial events that were delivered in Manchester parks that arose when discussing the Budget report at the November meeting would be considered by the Resources and Governance Scrutiny Committee.

A Member recommended that an oral report be received at the January 2023 meeting that provides an update on the waste collection service during the Christmas period. The Committee endorsed this recommendation.

Decision

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

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**Manchester City Council
Report for Information**

Report to: Environment and Climate Change Scrutiny Committee – 12 January 2023

Subject: Manchester Airport and Aviation Emissions

Report of: Manchester City Council, Manchester Climate Change Agency and Manchester Airports Group

Summary

This report provides a further update on progress since the 9 December 2021 report the Committee received which considered the relationship between aviation and the city's carbon emissions. It sets out the Council's role in relation to reducing aviation emissions and its relationship to Manchester Airports Group (MAG) who own and operate three UK airports including Manchester Airport.

Two separate updates are appended to the report. The first is from the Manchester Climate Change Agency which provides in an extract from the 2022 Update to the Manchester Climate Change Framework setting out the citywide position in relation to aviation emissions. The second is from MAG and provides an update on the international position in relation to aviation emissions, the approach taken by the UK Government and MAG's own work to reduce emissions from flights to and from Manchester Airport and from ground operations.

Recommendations

To note and comment on the content of the report and appendices.

Wards Affected: All

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

This report considers the relationship between aviation and carbon emissions. Aviation contributes 2-3% to global carbon emissions and the emissions that arise from flying need to be considered as part of global and national carbon budgets as part of global efforts to keep global temperature rise to 1.5 degrees C of pre-industrial levels. The report sets out how it is proposed that aviation related emissions are accounted for and also reports on the work that the Manchester Airports Group are doing to both reduce ground-based emissions and to contribute to the wider aim of reducing aviation-based emissions.

Manchester Strategy outcomes	Summary of how the report aligns to the OMS
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Manchester Airport is a significant economic asset and pre-pandemic employed 25,000 people on site. Aviation is, however, also a significant contributor to global carbon emissions and this report includes an update on work with the UK Government and international partners to reduce emissions in a way that is COP21 compliant.
A highly skilled city: world class and home grown talent sustaining the city's economic success	The aviation industry is a large employer in the city. Innovation such as the introduction of new technologies and sustainable aviation fuels will create new opportunities for Manchester residents which will require new skills pathways.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	
A liveable and zero carbon city: a destination of choice to live, visit, work	Manchester Airport is a vital part of the city's tourism infrastructure with visitors from around the globe travelling to Manchester to access its leisure, cultural and sporting offer.
A connected city: world class infrastructure and connectivity to drive growth	Manchester Airport is the global gateway to the North of England which supports international trade, people to people connections and leisure. Improving the Airport and its wider transport infrastructure such as high speed rail is a strategic priority for Manchester.

Financial Consequences – Revenue

N/A

Financial Consequences – Capital

N/A

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

Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

Manchester Climate Change Framework 2020-25

www.manchesterclimate.com/framework-2020-25

2022 Update to the Manchester Climate Change Framework

www.manchesterclimate.com/content/2022-update

Manchester Climate Change Annual Report 2022

www.manchesterclimate.com/progress

Aviation and Carbon Emissions report to Environment and Climate Change Scrutiny Committee 9 December 2021

1.0 Introduction and Background

- 1.1 Manchester Airport is a core part of the Manchester and Greater Manchester economy. Prior to the pandemic it employed 25,000 people directly on site and 76,000 indirectly, generating £4.5 billion for the local economy. The pandemic had a huge temporary impact on the airport in terms of both the reduction in the number of passengers flying and the drop in carbon emissions from flights (a 91% drop in 2020 compared with 2019). However, numbers of staff working at the airport and passengers flying are recovering strongly, with October 2022 passenger numbers at 93% of pre-pandemic traffic¹.
- 1.2 Whilst the direct economic benefits of having a major international airport in the city are considerable, the Airport and the aviation sector in general make a significant contribution to carbon emissions and, consistent with the city's ambition to be zero carbon by 2038 at the latest, it is important that these emissions are considered within the city's overall strategy to limit carbon emissions.
- 1.3 The Council has a number of ways in which it can influence the approach to aviation emissions and emissions from Manchester Airport which are explored in the following section.

2.0 Main Issues

Manchester City Council's role as a MAG shareholder

- 2.1 The Council has a 35.5% stake in MAG with 29% owned collectively by the other 9 Greater Manchester Councils and 35.5% owned by IFM Global Infrastructure Fund. The Council is represented on the Board of Directors and played a key role in shaping MAG's Corporate, Social, Responsibility (CSR) Strategy which has 'Zero Carbon Airports' as one of its three strategic priorities alongside 'Opportunities For All' and 'Local Voices'. The Council was instrumental in MAG joining the Manchester Climate Change Partnership which has enabled them to share the work they are doing with partners and to input into the development of the Framework.
- 2.2 As noted in the 9 December 2021 report to the Scrutiny Committee, MAG are a global leader on sustainability and are actively engaged in developing projects and processes to reduce both carbon emissions associated with flights to and from the Airport, and also emissions from ground operations. A full update of this work, including the recent signing of a Memorandum of Understanding with HyNet to develop the first direct hydrogen fuel pipeline for a UK airport is included in Appendix 2 below.

The Council's role on the Manchester Climate Change Partnership (MCCP)

¹ MAG Traffic Statistics, October 2022 <https://www.magairports.com/about-us/traffic-statistics/>

- 2.3 The Council is a member of the MCCP which is the city's cross-sector partnership focussed on the common goal of helping Manchester to limit its greenhouse gas emissions and build resilience to a changing climate. The Partnership tasks the Manchester Climate Change Agency with producing the citywide Climate Change Framework and associated targets which are then presented to the Council to consider adopting as part of its formal policy framework.
- 2.4 The Manchester Climate Change Framework 2020-25 includes a section on aviation emissions but notes that analysis undertaken by the Tyndall Centre for Climate Change Research at University of Manchester allocates aviation emissions to a UK-wide aviation carbon budget, rather than allocating emissions to specific local authority areas.
- 2.5 The Framework was updated in September 2022 and published in October 2022. The update includes the development of a joint MCCP agreement on aviation emissions which is provided in full in Appendix 1.

Aviation emissions from Council staff

- 2.6 The Council updated its Staff Travel Policy in December 2021 to reflect the Climate Emergency and changes to ways of working during the COVID-19 pandemic. The Policy encourages all Council employees to use the most environmentally friendly mode of transport that is practical and accessible for their journey.
- 2.7 The Policy includes the following statement in relation to air travel:
“Air travel is restricted to business-critical cases. Given the carbon impact of air travel, this option should only be pursued for international travel, unless in exceptional circumstances. All air travel requires prior approval from the City Treasurer or Chief Executive.”
- 2.8 The CO₂ emissions associated with any flights taken by Council staff and elected members are reported quarterly as part of the Council's Climate Change Action Plan process, including to the Committee.

3.0 Recommendations

- 3.1 The Committee are invited to note and comment on the content of the report and appendices.

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Appendix 1: Extract from the 2022 Update to the Manchester Climate Change Framework

Aviation emissions

While aviation emissions, i.e., emissions from aircraft, are not part of Manchester's carbon budget, it is recognised that aviation emissions must be tackled as part of ensuring that the city, and the UK overall, play their full part in delivering the Paris Agreement on climate change.

To reach net zero, we need to work collaboratively across the aviation industry, with other core cities, national government, and international partners to ensure aviation emissions are reduced in line with the Paris Agreement.

We also need to enable and encourage residents and businesses to make informed choices about their travel behaviours, including an understanding of the climate impacts of those choices.

There are a range of related policies at local, regional, and national level that are driving and enabling change, including:

- Decarbonisation Roadmap: A Path to Net Zero – a report from Sustainable Aviation, a coalition of UK airlines, airports, and manufacturers, that outlines how the UK aviation industry can achieve net zero by 2050 including through sustainable aviation fuels, introduction of known and new more efficient aircraft, and better air traffic management and operating procedures. Interim targets were also published.
- Flightpath to the future: a strategic framework for the aviation sector – sets out the commitment to include international aviation and shipping emissions in the UK's sixth carbon budget (2033-2037) for the first time.
- The Sixth Carbon Budget from the Climate Change Committee – recommended that aviation emissions in 2030 should be 20% below 2019 levels, without carbon offsetting or removal.
- The UK government's Jet Zero Strategy sets a goal for net zero UK aviation emissions by 2050, acknowledging there are multiple pathways to achieve this.
 - It commits to five-year delivery plans structured around three principles (international leadership, delivered in partnership, and maximising opportunities) and six measures (system efficiencies, sustainable aviation fuels, zero emission flight, markets, and removals, influencing customers, and addressing non-CO2).
 - Introduces a CO2 emissions reduction trajectory to 2050.
 - Sets a target for all domestic flights to reach net zero by 2040 and for all airport operations to be zero emission by 2040.
 - Commits to have at least five UK sustainable aviation fuel (SAF) plants under construction by 2025 and a SAF mandate in place with a target of at least 10% SAF by 2030.
 - Commits to monitor progress on an annual basis, followed by a major review every five years, and undertakes to maximise opportunities to deliver wider benefits in jobs, skills, and investments that these new technologies will bring.

- The COP26 Declaration by the International Aviation Climate Ambition Coalition emphasises that international action on tackling aviation emissions is essential given the global nature of the sector and that co-operation by states and aviation stakeholders is critical for reducing the aviation sector's contribution to climate change.

There are significant economic, technical, institutional, societal, and regulatory challenges in decarbonising our aviation, including:

- Reconciling the city's climate change responsibilities with having a major international airport that brings significant employment, business, cultural and tourism benefits, within its boundaries.
- Regional policies that unilaterally impose costs in one region that are not shared nationally or internationally can distort the aviation market, resulting in emissions being displaced to another city, as travellers choose a different airport, rather than creating a reduction in aviation emissions. As such, decarbonising aviation must be tackled collectively at a holistic national and industry-wide level.

Although the challenges are great in transitioning to a zero carbon, climate resilient city, there are examples of good practice within Manchester, and across the UK, including:

- Jet Zero Council – a partnership between industry and government with the aim of achieving zero emission transatlantic flights within a generation and delivering new technologies and innovative ways to cut aviation emissions. Manchester Airport Group are represented on this Council and the Jet Zero Strategy was published in July 2022.
- The infrastructure to access the airport, and Airport City, has been made more accessible via public transport and walking and cycling, including a new pedestrian and cycle bridge over the motorway link, enabling more sustainable transport choices to be made when travelling to/from the airport.
- In 2022, Manchester Airports Group (MAG) became the first airport operator to be named a Financial Times European Climate Leader two years in a row and was the only one to feature on the list. In 2021, MAG was named the highest performing transport organisation, ranking 37th out of 300. In response to the Jet Zero Strategy, MAG has announced a series of new pledges on education, research, technology, sustainable aviation fuel and airspace modernisation to help drive the industry towards net zero aviation.

To support the common aim of establishing Manchester Airport, and the city of Manchester, as a national and international leader in sustainable aviation, Manchester Climate Change Partnership has worked together to develop and commit to the following agreement:

To work with the UK Government and other stakeholders to ensure that emissions from flights are kept within a carbon budget for UK aviation that is fully aligned with the Tyndall budget and the Paris Agreement (the "UK Aviation Budget"). This includes flights by Manchester citizens, businesses and other organisations, and all flights from airports in which the city has a stake.

As with the Manchester Climate Change Framework as a whole, the following principles underpin our approach to aviation:

- The principle of urgency, to ensure that high impact actions are taken in the short term to minimise cumulative emissions and their climate effects.
- The precautionary principle, to ensure that we are confident of remaining within the UK Aviation Budget by only adopting proven measures, while also supporting research into innovative approaches.
- The principle of equity, to ensure fair access to transport and an equitable distribution of the remaining global carbon budget.

To meet this sub-objective, we will pursue the following actions:

- Empower citizens, businesses, and other organisations to understand the climate impact of their aviation practices and take action to reduce it.
- Engage and collaborate with national government, regulatory agencies, other cities, and the industry to ensure aviation emissions remain within the UK Aviation Budget.
- Monitor progress through emissions reporting and budgeting, track the contribution of mitigation measures, and periodically review the underpinning science.
- Recommend actions to ensure that the city plays its fair part in keeping aviation emissions within the UK Aviation Budget, while mitigating the risk of redistributing flights, emissions and associated social and economic benefits.

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Appendix 2: Manchester Airports Group Update

1. Background

- 1.1. Manchester Airport provides vital connectivity and makes an important contribution to the city, the region and the national economy. Prior to the pandemic, the airport employed 25,000 people directly on site and 76,000 indirectly, generating £4.5 billion for the regional economy. Manchester Airport is recovering from the pandemic, with passenger levels in October 2022 returning to 93% of 2019 levels, with over 150 destinations flown by 55 airlines.
- 1.2. Manchester Airport, as part of Manchester Airports Group (MAG) that also owns and operates London Stansted and East Midlands Airport, is an industry leader in driving the decarbonisation of aviation.
- 1.3. In 2006/7 MAG made the ground-breaking commitment to make its airport operations carbon neutral by 2015. Consistent with this target, Manchester Airport became the first in the UK to be certified as carbon neutral in 2015, with East Midlands and London Stansted certified shortly after. In line with the commitment made by Manchester City Council and across Greater Manchester, MAG has committed to achieving net zero emissions no later than 2038.
- 1.4. MAG's contribution to decarbonisation has been widely recognised, including being assessed to be the highest performing transport organisation in the Financial Times' 2021 assessment of European Climate Leaders and the only airport recognised in their list for 2022.
- 1.5. MAG is a member of the UK Government's Jet Zero Council. MAG's CEO is one of two airport chief executives on the Council. MAG was instrumental in the creation of the Jet Zero Council, which was later backed by all parts of the aviation and aerospace industries.
- 1.6. MAG was also a founding member of the industry coalition, Sustainable Aviation. In 2020, under MAG's chairmanship of Sustainable Aviation, the CEOs of all major UK aviation and aerospace companies came together to pledge to achieve net zero emissions by 2050. This pledge, which was jointly signed by the Secretary of State for Transport, was founded on a credible and evidence-based plan. The Sustainable Aviation Decarbonisation Road-Map shows how a combination of operational efficiencies, new aircraft technologies, sustainable fuels and access to international carbon markets can make net zero aviation a reality. This was the first step in establishing an emissions trajectory for aviation that delivers net zero by 2050.
- 1.7. By demonstrating thought leadership, innovative solutions and partnering with the wider aviation industry and the UK Government, Manchester Airport will continue to play an important role in the delivery of our long-

term aspiration to build a more sustainable future for international connectivity.

2. International developments

- 2.1. For international aviation, the United Nations delegates leadership for climate agreements to the International Civil Aviation Organisation (ICAO). In September 2022, ICAO convened its 41st General Assembly, this brought together representatives from the 193 contracting states. The focus of the 41st General Assembly was climate change, with states considering the proposal to adopt a new long-term aspirational goal (LTAG).
- 2.2. The General Assembly agreed that a new LTAG should be adopted and that the target should be net zero emissions from international aviation by 2050. This was consistent with the position of the UK and reflects our national target. The LTAG also ensures that international aviation aligns to the Paris Agreement.
- 2.3. The LTAG is a landmark agreement, it sets a common goal for global aviation, ensuring flying will play a full part in the drive for net zero emissions. The agreement of a common global standard will also avoid the risk of market distortion and ‘carbon leakage’. Work will now continue to negotiate and agree the mechanisms that will deliver net zero aviation and the necessary rate of emissions reduction. The current mechanism agreed through the climate negotiation process led by ICAO is the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA). This mechanism which runs from 2021 to 2035, is a strong first step, capping net emissions from international aviation at 85% of 2019 levels and securing carbon neutral growth from that point.
- 2.4. MAG and the wider aviation and aerospace industries based in the UK have welcomed the new LTAG, which is consistent with the UK’s national policy and pledge to achieve net zero emissions by 2050.

3. National policy - the Jet Zero Strategy

- 3.1. In July 2022 the Government published its Jet Zero Strategy¹. This sets out the Government’s policies to ensure that aviation plays a full part in delivering the UK’s commitment to reach net zero emissions by 2050.
- 3.2. The Government continues to support a technology led transition, expressing clear support for the sustainable growth of aviation. The Strategy emphasises the potential to mitigate emissions through technologies, including improvements in fuel efficiency and the use of alternative fuels. The Government considers that *“the Jet Zero Strategy is*

¹ Jet Zero Strategy, Available online:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1095952/jet-zero-strategy.pdf

not intended to clip the wings of the sector. Rather it is designed to future-proof aviation so passengers can look forward to guilt-free travel”².

- 3.3. To realise the potential of technologies, there are several important announcements. Further funding of £180 million is announced to support the development of sustainable aviation fuel (SAF). The Jet Zero Strategy confirms that the Government will bring forward a mandate to require that, by 2030, 10% of fuel must be SAF. This is a challenging commitment, and the Strategy makes a commitment that, by 2025, there will be “*at least five commercial-scale UK SAF plants under construction*”³.
- 3.4. On new aircraft technologies, particularly the development of hydrogen powered aircraft, the Strategy confirms sustained investment in research and development. There is a commitment to invest a further £685 million, which will be match-funded by industry, to provide a total investment of £1.3 billion. The Strategy anticipates that hydrogen powered aircraft will begin to enter service in the mid-2030s.
- 3.5. Whilst the Government does not intend to implement policy measures to directly reduce demand for flying, the costs associated with decarbonisation are anticipated to be substantial and the Jet Zero Strategy suggests that at 2050 growth will be suppressed by around 11%.
- 3.6. The Jet Zero Strategy accepts that there remains uncertainty about the rate at which the necessary technologies will develop and adopts a policy of a clear goal of net zero emissions by 2050 with multiple solutions.
- 3.7. To address this uncertainty, and to ensure that aviation emissions are kept to an acceptable level, the Jet Zero Strategy sets a forward trajectory for aviation emissions. The trajectory assumes that emissions peaked in 2019 and that, relative to 2019, by 2030 they will reduce by 7%, by 26% by 2040 and by 49% by 2050. The residual emissions in 2050 will need to be offset by purchasing carbon removals from the market such as through carbon capture and storage.
- 3.8. Further important developments and announcements in the Jet Zero Strategy include:

Table 1: Jet Zero Strategy key points

Domestic flying: Recognising that domestic flying can be decarbonised sooner, all domestic flights will be net zero by 2040.

Airports: Recognising that airport infrastructure can be decarbonised sooner, all UK airports must reach zero emissions by 2040. The definition of zero emissions will be subject to further detailed consultation.

² Jet Zero Strategy Foreword, Page 4

³ Jet Zero Strategy Executive Summary, Page 9

Future Airspace: The Jet Zero Strategy reaffirms the importance of modernising airspace arrangements and the Government's commitment to a national programme of change.

Passenger information: The Government wants consumers to be able to make informed choices, understanding the emissions associated with their flights and the differences between airlines.

Non-CO₂ impacts: The effects of other, non-carbon, emissions from aviation are less well understood, though it is widely accepted that, overall, they have an additional climate warming effect. The Jet Zero Strategy commits to further research to better understand the effects and inform future policy.

4. MAG's approach to decarbonising

Airports and ground operations

- 4.1. All MAG's airports continue to be certified as carbon neutral. Manchester Airport has an aggressive energy conservation strategy, and since 2007/08 consumption of electricity and gas has reduced by 55%. During the same period passenger numbers at Manchester Airport have increased by 28%, resulting in a reduction in energy use per passenger of 71%. Overall Manchester Airport's (market-based scope 1 and 2) emissions have reduced by 87%.
- 4.2. Most residual emissions arise from the operation of ground support vehicles, the use of gas to provide heating and hot water, and fugitive emissions from air conditioning plant. To date, these residual emissions have proven difficult to mitigate, however, the situation is changing quickly, and the airport expects to begin to deploy electric vehicles at scale, and to set out a forward plan that will see most residual emissions eliminated over the course of this decade. Facilities to support customers' transition to electric vehicles are also now in plan.
- 4.3. The transition to different vehicle types and alternative sources of heating and cooling will require different skills to design, install and maintain assets and infrastructure. Manchester Airport is developing a green skills assessment alongside the physical asset plan and will share the results with regional stakeholders.

Aircraft emissions

- 4.4. Most emissions associated with the operation of Manchester Airport arise due to aircraft operations. MAG remains at the heart of work to support the decarbonisation of aircraft emissions. MAG is an active member of the Sustainable Aviation Council, and a former chair of the group. MAG is also a member of the Government's Jet Zero Council, including supporting

working groups addressing the adaption of ground infrastructure and the supply of sustainable alternative fuels (SAF).

- 4.5. Recently, to support the introduction of the Government's Jet Zero Strategy, MAG announced five new pledges, which will make a further contribution to reducing aircraft emissions. The pledges are summarised below.

Table 2: Jet Zero Pledges

Jet Zero Education: MAG will develop new Jet Zero educational materials for use at its Aerozones and Airport Academies to improve understanding of how aviation plans to reach net zero. The Group will supply these materials to other Jet Zero Council members and to schools in the areas around its three airports.

Jet Zero Research: MAG will fund three PhD projects on air travel decarbonisation to support the work of the Jet Zero Council

Jet Zero Technology: MAG will launch a new competition offering five years of free landing fees to the first zero-emission aircraft operating transatlantic flights from its airports.

Jet Zero SAF: MAG will create a financial incentive as part of its charging arrangements to encourage airlines to go further than the UK Sustainable Aviation Fuel (SAF) mandate on flights from its airports.

Jet Zero Airspace: MAG is committed to delivering airspace modernisation at its airports at the earliest opportunity as a key lever of decarbonisation.

- 4.6. MAG continues to support the development of SAF production in the UK, and specifically in the North West. In 2021, a memorandum of understanding was agreed with Fulcrum BioEnergy Limited UK which aims to make Manchester Airport the first UK airport to receive a direct pipeline supply of SAF by 2026. The SAF will be supplied by the Fulcrum NorthPoint facility, a new biorefinery plant at Stanlow, Cheshire, the first of three potential plants in the North West. The facility at Stanlow will benefit from the experience Fulcrum has gained in building and operating a plant in the United States, which uses the same technology.
- 4.7. The production and distribution of SAFs in the region provides an opportunity to support the circular economy, taking residual waste from the Manchester City region that cannot be reused or recycled and transforming it into low carbon jet fuel.
- 4.8. The production of SAF in the region also has the potential to provide upwards of 1,500 green jobs, as well as contributing an estimated £219 million to the regional economy.

- 4.9. Through this partnership, up to 10% of the kerosene fuel used by aircraft at Manchester Airport could be replaced with SAF from 2026.
- 4.10. In addition, Manchester Airport was a case study in the Aerospace Technology Institute's (ATI) landmark FlyZero research project. The project developed the understanding of the feasibility of zero emission hydrogen aircraft and the way in which it will be necessary to adapt airport infrastructure.
- 4.11. To build upon the work undertaken by the ATI, Manchester Airport has partnered with leading Government backed decarbonisation cluster, HyNet to examine the best way to deliver low carbon hydrogen to the airport sector as quickly as possible. Manchester Airport has also joined the North West Hydrogen Alliance. The Alliance brings together the key players in our region and has been successful in establishing positive policy outcomes for Hydrogen including the to the establishment of the North West hydrogen network.
- 4.12. Manchester Airport also continues to make progress with its Future Airspace Programme. There has seen extensive engagement with stakeholders through 2022, including the general public, to define a short list of flight path options. An application for approval to pass the Stage 2 Gateway of the (CAP1616) Airspace Change Process was submitted to the Civil Aviation Authority in November.
- 4.13. Additionally, the airport has brought forward a partnership with CarbonClick⁴, enabling passengers to calculate emissions from their flights and to purchase high quality, independently certified, carbon offsets to compensate for emissions from their flights.
- 4.14. Through its CSR Strategy '*Working together for a brighter future*', the airport introduced commitments to publish information about emissions from aircraft operations and to introduce a league table identifying the most efficient operators. Information about aircraft emissions is published in our Greenhouse Gas Emissions Report⁵ and the airport is actively engaged with its Consultative Committee on the development of sustainability league tables.

Neil Robinson

CSR and Future Airspace Director

Manchester Airports Group

⁴ <https://www.manchesterairport.co.uk/flight-information/carbon-offsetting/>

⁵ https://www.magairports.com/media/1809/mag-emissions-report-2021-22_final.pdf

Manchester City Council Report for Information

Report to: Environment and Climate Change Scrutiny Committee - 12 January 2023

Subject: Manchester City Council Climate Change Action Plan: Quarterly Progress Report, Quarter 3 2022-23 (October – December 2022)

Report of: The Deputy Chief Executive and City Treasurer

Summary

The Council declared a Climate Emergency in July 2019 and developed a Climate Change Action Plan (CCAP) 2020-25, which was approved by Executive in March 2020. Quarterly updates and Annual Reports covering the first two years (2020/21 and 2021/22) of the CCAP are available online at

www.manchester.gov.uk/zerocarbon.

The CCAP 2020-25, was endorsed by the Environment and Climate Change Scrutiny Committee and approved by the Council's Executive Committee in September 2022. This report provides an update and overview of progress made in delivering the Council's refreshed CCAP during Quarter 3 2022-23 (October – December 2022) (Appendix 1 – CCAP Q3 Quarterly Progress Report, October-December 2022).

Recommendations

The Environment and Climate Change Scrutiny Committee is recommended to note and comment on the contents of the report and the progress that has been made in delivering the refreshed CCAP 2020-25 during the last three months (October – December 2022).

The quarterly progress reports are published in an accessible format on the Council's website.

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</p>
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community engagement, accessible transport, access to green spaces and tackling fuel poverty.

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.

Contact Officers:

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Name: Sarah Henshall
Position: Zero Carbon Manager
E-mail: sarah.henshall@manchester.gov.uk

Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy, please contact one of the contact officers above.

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. Purpose of the report

- 1.1. The purpose of the report is to provide a progress update on Manchester City Council's delivery of its Climate Change Action Plan (CCAP) 2020-2025 for Quarter 3 2022-23 (October – December 2022). The refreshed CCAP was endorsed by the Environment and Climate Change Scrutiny Committee and approved by the Council's Executive Committee in September 2022. The format of this report has been refreshed from previous versions to align with the refreshed CCAP.
- 1.2. The report provides updates on the Council's actions to achieve its zero carbon ambitions by 2038 at the latest, and tracks progress of the Council's actions at a citywide level to lead by example, influence and encourage other stakeholders to act.
- 1.3. All activity described in this report relates to the period in which the report is issued, in this instance October to December 2022. Emissions data relates to the previous quarter due to billing and data monitoring being quarterly in arrears i.e., July to September 2022.
- 1.4. This report highlights the positive action the Council is taking to reduce emissions from staff business travel and how the Council's lead role within the European funded GrowGreen project has supported international partners as well as Manchester partners to consider the use of Nature Based Solutions within projects across the city. It also highlights the work underway to engage and communicate with residents and communities on this important agenda.
- 1.5. The Quarter 3 progress report has been shared with the City Council's Zero Carbon Coordination Group and Strategic Management Team to ensure its accuracy and transparency and will be published in an accessible format on the Council's website.

2. Background

- 2.1 A five-year Manchester City Council Climate Change Action Plan (CCAP) 2020-25 went live following approval at Executive Committee in March 2020.
- 2.2 The MCC CCAP sets a target for the Council to reduce its direct CO₂ emissions by 50% between 2020 and 2025 based on a 13% year on year reduction trajectory to reach zero carbon by 2038. The CCAP also recognises the Council's unique leadership role in supporting and influencing the city to reduce its emissions and in ensuring that the city's residents are protected from the impacts of climate change.
- 2.3 The actions are structured across five workstreams as follows:
 1. Buildings and energy
 2. Transport and travel
 3. Reducing consumption based emissions and influencing suppliers
 4. Climate adaptation, carbon storage and carbon sequestration

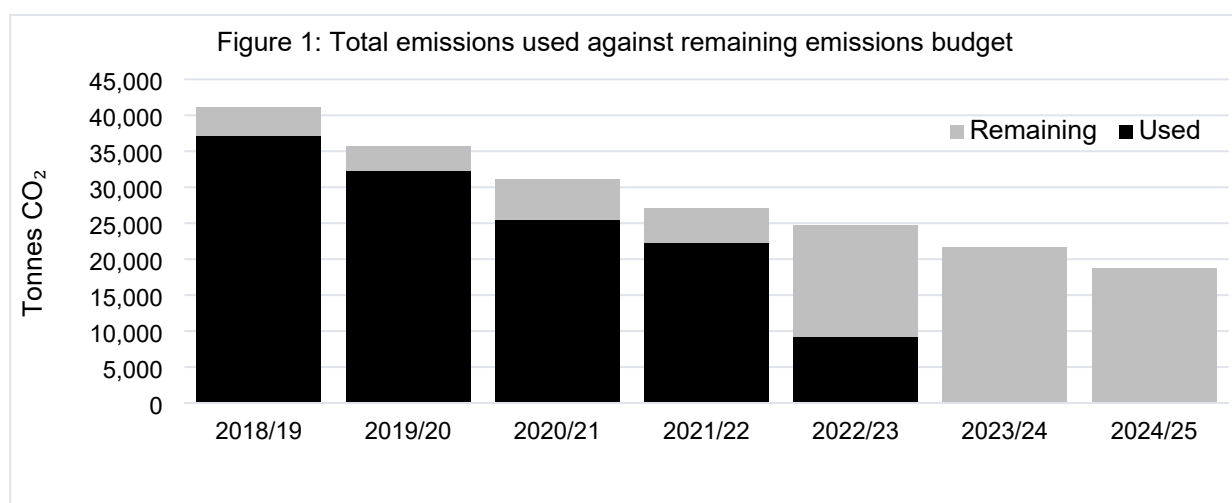
5. Influencing behaviour and being a catalyst for change.
- 2.4 Following the establishment of the Environment and Climate Change Scrutiny Committee, regular updates on delivery of the CCAP have been provided via the Quarterly Progress Reports, which have also been scheduled into the Committee's future work programme. Previous quarterly progress reports are available on the Council's website.
- 2.5 A refreshed Manchester City Council CCAP 2020-25 was reviewed by the Environment & Climate Change Scrutiny Committee and approved by the Council's Executive Committee in September 2022. The refreshed CCAP sets out the City Council's commitment to continue working to reduce MCC's own direct CO₂ emissions alongside a strong focus on our city-wide leadership role and work across Greater Manchester in support of wider climate change objectives.
- 2.6 The refreshed Climate Change Action Plan sets out new actions, building on existing ambitions, for example, looking at ways to accelerate reaching net zero carbon even sooner than 2038, identifying opportunities to be bolder and avoiding any risk of complacency.
- 2.7 The actions within the refreshed CCAP are being implemented across all workstreams from Quarter 3 2022-23 (October – December 2022) and progress is reflected in the Quarterly reports from this Quarter 3 report onwards.

3. Key Messages from Quarter 3 Progress Report

- 3.1 Manchester City Council's maximum permitted CO₂ emissions for 2022-23 is 24,784 tonnes (tCO₂)– this is referred to as our Carbon Budget. The Council has used 37.4% of the 2022-23 budget so far. This means the Council has emitted a total of 9,264 tCO₂ between April and September 2022, which is 9.3% lower than the same period in the previous year.
- 3.2 During Q2 (July – September 2022), MCC used 16.8% of the annual CO₂ allowance, 2.6% lower than the CO₂ emissions emitted for the same period in the previous year.
- 3.3 Since 2020, the Council has remained within its carbon budget each year and the Quarter 3 report (Appendix 1) shows continued progress is being made with the Council on track to meet its 2025 target.
- 3.4 Key achievements in this quarter include the Council receiving a Public Finance Award for Sustainability and Social Value, for actions within the CCAP, securing additional funding for a range of Nature Based Solutions, introducing sustainable power into the Council's Christmas events, and the implementation of active travel measures in Wythenshawe.

1. CO₂ Emissions

- 4.1 Emissions reported as part of the Quarter 3 report cover the previous quarter, in this case July to September 2022 due to energy billing being quarterly in arrears.
- 4.2 The report shows the Council has emitted 9,264 tonnes of CO₂ between April and September 2022, which is 37.4% of the maximum CO₂ we are permitted to emit for the year. The emissions relate to Council buildings, streetlights, waste collection, operational fleet, and business travel.
- 4.3 The total carbon emissions in Q2 2022-23 are 2.6% lower than Q2 in the previous year. This is a lower rate of CO₂ reduction than previous quarters, which could be due to factors, such as weather conditions, returning to 'normal' business following the pandemic and having delivered some 'quick win' CCAP actions in the earlier years. More detailed analysis will be done to understand this further in order to identify and undertake potential actions.
- 4.4 Figure 1 shows the CO₂ emissions from the baseline year, 2018-19, and highlights the year-on-year reductions in CO₂ emissions. The table shows that since 2018-19, the Council has remained within its budget of permitted carbon emissions each year, and therefore remained within its science-based Carbon Budget set by the Tyndall Centre.



2. Key Achievements

- 5.1 The Council's Climate Change Action Plan 2020-25 (CCAP) was announced as winner of the Sustainability and Social Value Award at this year's Public Finance Awards.
- 5.2 Manchester's Our Rivers Our City Strategy was a finalist in the Landscape Institute Awards 2022.
- 5.3 MCC have secured £125,00 through the City of Trees Urban Tree Challenge Fund bid, for 300 new street trees to be planted during the coming planting season (October 2022 – May 2023). The funding also supports maintenance

and watering of the trees for three years. The Manchester Tree Strategy was invaluable in preparing for this bid and planting will be carried out in line with this Strategy.

- 5.4 A MCC Nature Based Solutions project, GrowGreen (funded by European Commission funded Horizon 2020), hosted its final event in November 2022 in partner city Brest, France. The event provided an opportunity to share the achievements of the project across all European partner cities. A final report for the project was submitted to the European Commission on 30th November 2022.
- 5.5 Cathedral Gardens Ice Rink has reduced diesel generator use by accessing mains power (from the National Football Museum on a green tariff) for the first time. The Council's new Sustainability Project Manager has undertaken significant stakeholder management across several Council services and partners to enable this reduction in fossil fuel usage, which will deliver carbon savings for partners.
- 5.6 The new Wythenshawe Cycling Hub officially opened on 24 September 2022. The Hub was developed as part of a £1.55m revamp of Wythenshawe Park, funded by MCC and Sport England Places 2 Ride. It includes cycling facilities and bookable cycling lessons and will provide a safe, traffic free cycling environment for residents.
- 5.7 Kenworthy Woods, an 89 hectre former tip in South Manchester near Sale Water Park, has been declared a local nature reserve. This will help protect the wildlife habitat and open up funding for long-term maintenance.

3. Recommendations

- 6.1 The Environment and Climate Change Scrutiny Committee is recommended to note and comment on the contents of the report and the progress that has been made in delivering the CCAP 2020-25 during the last three months (October – December 2022).
- 6.2 The quarterly progress reports are published in an accessible format on the Council's website.

7. Appendices

- 7.1 Appendix 1 - CCAP Q3 Quarterly Progress Report October – December 2022

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Z E R O C A R B O N

MANCHESTER

Manchester City Council

Progress Update Q3, October –December 2022



Introduction

This report provides an overview of the progress made in delivering against the refreshed Climate Change Action Plan 2020-25 between October – December 2022 (Q3 2022-23) and highlights some of the work delivered during this period to reduce the Council's direct CO₂ emissions, as well as examples of influencing wider change and action in the city.

In September 2021, the Zero Carbon Coordination Group, which oversees Manchester City Council's (MCC) Climate Change Action Plan (CCAP) agreed a mid-point refresh of the current 5-year CCAP 2020-2025, to show progress made to date, set out new milestones and include new actions, which are clear and measurable. The refreshed CCAP was approved by the Council's [Executive Committee](#) on 14 September 2022 and is designed to ensure the Council is remaining on track to reduce its direct carbon (CO₂) emissions and importantly, demonstrating how MCC is leading by example, giving renewed focus to the city-wide actions within the Action Plan.

As such, to ensure alignment of the refreshed CCAP, Quarterly Reports, (from this Quarter 3 report onwards), aim to be more concise, be easier to digest and be more accessible. This report focuses on the Council's overall activity to reduce its direct carbon emissions, highlights key achievements and challenges faced during the reporting period and showcases Council specific actions and city-wide leadership actions, as well as an overall progress update and RAG rating of each action within the CCAP (Appendix 1 – Action RAG Rating and Progress Update).

This report highlights the positive action the Council is taking to reduce emissions from staff business travel, how the Council's lead role within the European funded GrowGreen project has supported international partners as well as Manchester partners to consider the use of Nature Based Solutions within projects across the city and the positive ongoing work across our neighbourhoods to engage communities and influence behaviour change.

Key Messages

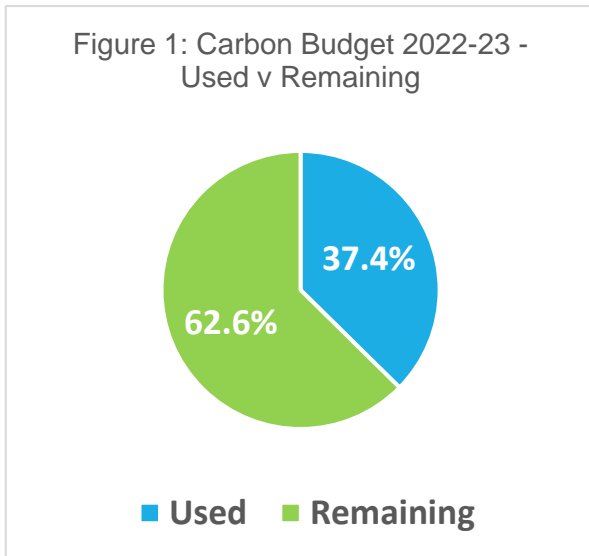
- The Council has used 37.4% of its 2022-23 carbon budget so far. This means the Council has emitted a total of 9,264 tCO₂ between April and September 2022, which is 9.3% lower than the same period in the previous year
- During Q2 (July – September 2022), MCC used 16.8% (4,184 tCO₂) of its annual CO₂ allowance, which is 2.6% lower than the CO₂ emissions emitted for the same period last year.
- Key achievements in this quarter include the Council receiving a Public Finance Award for Sustainability and Social Value, for actions within the CCAP, securing additional funding for a range of Nature Based Solutions, increasing usage of sustainable power in the Council's Christmas events, and the implementation of active travel measures in Wythenshawe.

CO₂ Emissions

The Council has a target to halve its direct CO₂ emissions by 2025 based on a 13% year on year reduction to reach zero carbon by 2038. This ambition is underpinned by a carbon budget¹ of 126,336 tonnes of CO₂ (tCO₂) for 2020-25. The annual carbon budget for the current financial year (2022-23) is 24,784 tCO₂.

¹ A Carbon Budget is the cumulative amount of carbon (CO₂) emissions permitted within a specified timeframe

The emissions data is reported for the previous quarter, in this case July 2022 – September 2022 and includes some estimates for the period due to billing being quarterly in arrears. The annual report rectifies this by providing actual data for the year.



Between April and September 2022, the Council has emitted a total of 9,264 tCO₂ against the annual carbon budget for 2022-23 (37.4% of the carbon budget used), as shown in Figure 1.

24,784 tonnes CO₂ – Emissions Budget 2022-23

9,264 tonnes CO₂ – Emissions produced to date 2022-23*

Figure 2 shows the CO₂ emissions for each year of the CCAP 2020-25, against the annual carbon budget. The graph commences with the baseline year 2018-19 to highlight the year-on-year budget reduction and shows that since 2018-19, the Council has remained within its allocated carbon budget.

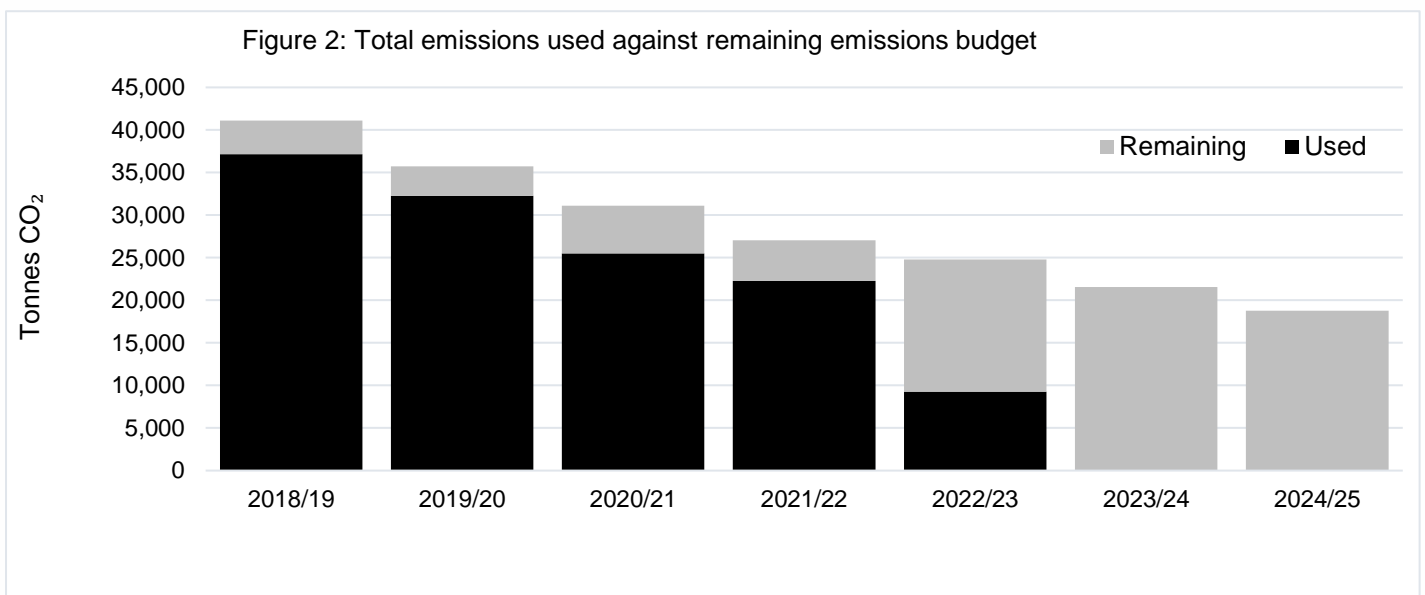
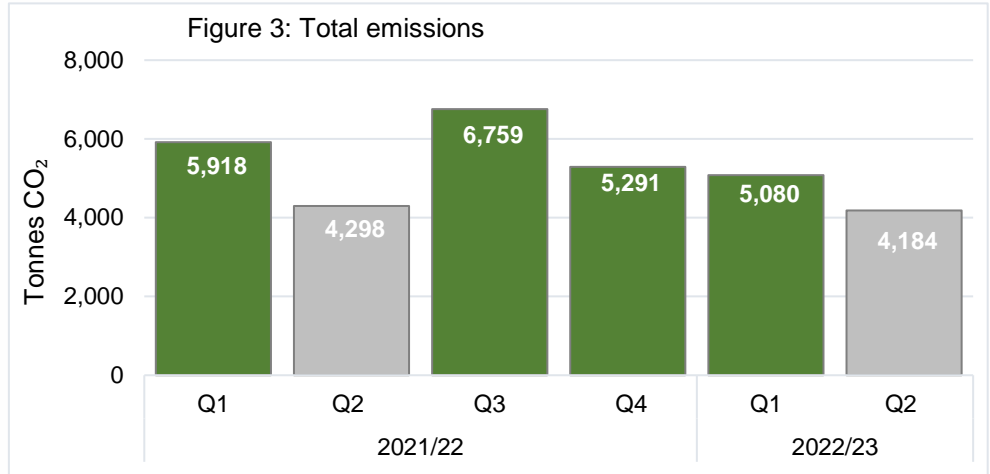


Figure 3 shows a quarter-by-quarter view of the Council’s total emissions, starting from April 2021. Comparing one quarter’s emissions to the same period the previous year allows for a more accurate comparison.

Emissions vary from quarter to quarter reflecting seasonal differences, for example higher energy consumption in the winter months due to heating buildings, and higher operational fleet emissions in the summer months due to increased maintenance of green spaces.



Provisional data for this quarter shows that the Council’s total emissions in Quarter 2 (Q2) 2022-23 is 4,184 tCO₂, which is 2.6% lower than Q2 in the previous year. We are starting to see lower rates of CO₂ reduction in individual quarters in comparison to 2020-21 and 2021-22, which could be due to a number of factors such as weather conditions, returning to ‘normal’ business following the pandemic and having delivered some ‘quick win’ CCAP actions in the earlier years.

As an overview, streetlights, waste collection fleet and council fleet have seen emissions reductions (down 13%, 15.5% and 3% respectively since Q2 2021-22), whereas MCC buildings and business travel have seen an increase in emissions when compared to Q2 2021-22.

CO₂ emitted from Council buildings has increased slightly (by 1.6%). This is in part due to the inclusion of former Northwards Housing (now Housing Operations) properties into our carbon reporting in Q1 2022-23. There are over 300 buildings of varying sizes, conditions and functions within the Council’s operational estate, so many variables exist around temperature and use of those buildings, which means that emissions can change from year to year. The next quarterly report (Q4) will feature MCC buildings as an ‘Under the Spotlight’ item, providing more detailed analysis of the emissions produced across MCC’s operational buildings.

Emissions from business travel has also increased, by 9%. A more detailed look at business travel, and the new staff travel policy, is featured in section ‘Under the Spotlight – Within the Council’ below.

Emissions from business travel has also increased, by 9%. A more detailed look at business travel, and the new staff travel policy, is featured in section ‘Under the Spotlight – Within the Council’ below.

Key Achievements

	<p>The Council’s Climate Change Action Plan 2020-25 was announced a winner of the Sustainability and Social Value Award at this year’s Public Finance Awards.</p>
<p>Manchester’s Our Rivers Our City Strategy was a finalist in the Landscape Institute Awards 2022.</p>	



Manchester City Council was successful in securing £125k in partnership with City of Trees to plant 300 new street trees during this winter's planting season (October 2022 – May 2023). Funding for the trees and 3-years maintenance is being provided by the Urban Tree Challenge Fund.

The Tree Strategy was invaluable in preparing for this bid and planting will be carried out in line with this report.

MCC's Nature Based Solutions project, GrowGreen (EU Horizon 2020 project) hosted its final event on the 8th & 9th November 2022 in partner city Brest, France.

The event provided an opportunity to share the achievements of the project across all partner cities. A final report for the project was submitted to the funders on 30th November 2022.



Cathedral Gardens Ice Rink has reduced diesel generator use by accessing mains power (from the National Football Museum on a green tariff) for the first time. The Council's new Sustainability Project Manager has undertaken significant stakeholder management across several Council services and partners to enable this reduction in fossil fuel usage, which will deliver carbon savings for partners.

The new Wythenshawe Cycling Hub officially opened on 24th September 2022. The Hub was developed as part of a £1.55m revamp of Wythenshawe Park, funded by MCC and Sport England Places 2 Ride. It includes facilities providing bookable cycling lessons and will provide a safe, traffic free cycling environment for residents.





Kenworthy Woods, an 89 hectre former tip in South Manchester near Sale Water Park, has been declared a local nature reserve. This will help protect the wildlife habitat and open up funding for long-term maintenance.

Key Challenges

This section highlights key challenges associated with the delivery of specific actions within the CCAP and where possible, includes mitigating measures.

- Competing national demands on housing funds, such as complying with the Decent Homes Standard, fire safety regulations and damp prevention, are affecting delivery of housing retrofit across the Council's housing stock. Additional resource has been added to the Housing and Residential Growth team to focus on the development of a Housing Retrofit Plan and to identify funding opportunities to support delivery (Action 1.6).
- Gathering emissions data from goods and services purchased by the Council (known as Scope 3 emissions), is challenging but crucial for influencing positive change across the Council's supply chain (Action 3.1). External expertise is being explored to support this action.
- The financial landscape for the coming years looks challenging, which could mean UK Government investment in climate change may be impacted. The Zero Carbon Finance and Investment Sub Group continues to explore opportunities for investment into climate action (Action 5.2).

Under the Spotlight – Within the Council

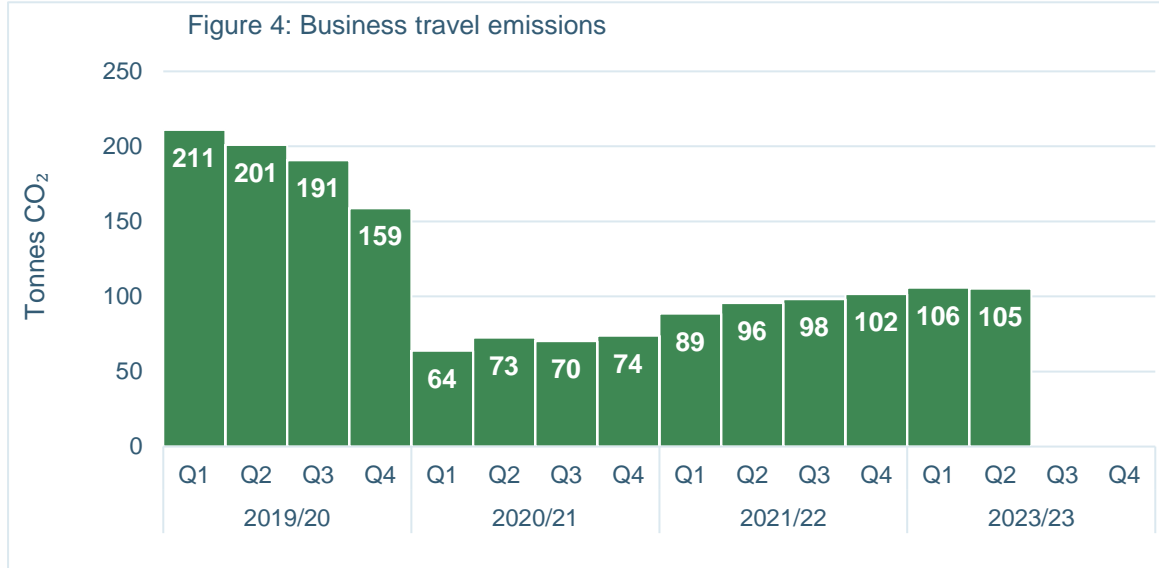
This quarter's spotlight section looks in more detail at the Council's staff business travel (CCAP Action 2.3), including current data analysis, the challenges being faced in delivering this action and what the Council is doing to reduce emissions from business travel.

Transport is a major contributor to the city's CO₂ emissions with just under 30% of total emissions, as well as impacting the quality of the city's air. It is also the sector, which has seen the least progress in achieving reductions in CO₂ emissions over recent years. The Council's business travel is one of the contributing areas, and a target has been set to reduce emissions from the Council's business travel by 100 tCO₂ per annum.

The Council's staff business travel consists of five modes of transport – air, taxi, rail, car club and grey fleet (vehicles owned by staff and used for work purposes) and this makes up 2% of the Council's total carbon emissions.

Since the end of the pandemic, the Council's business travel has steadily increased as Council services resume, and usual business has returned.

However, as per figure 4, levels of emissions are still significantly lower than pre-pandemic. When comparing Q2 2022-23 business travel to previous quarters, business travel is at its highest since the end of the pandemic. This increase in business travel has been recognised and additional resource within the Council has been introduced to tackle this.



The first task of the additional resource was to produce a Sustainable Travel Policy for Council staff - the [Staff Travel Policy](#) was developed and approved by Personnel Committee on 15th December 2021.

Staff Travel Policy Principles:

1. Reduce in-work travel where possible
2. Increase the use of environmentally friendly transport such as public transport and active travel, where travel is necessary
3. Reduce the impact of road travel through:
 - a. Route planning
 - b. Using locations that reduces the distance people need to travel
 - c. Bundling up journeys
4. Reduce the use of private vehicles by using tools like car club
5. Restrict air travel
6. Encourage and support the use of sustainable travel modes to and from the workplace

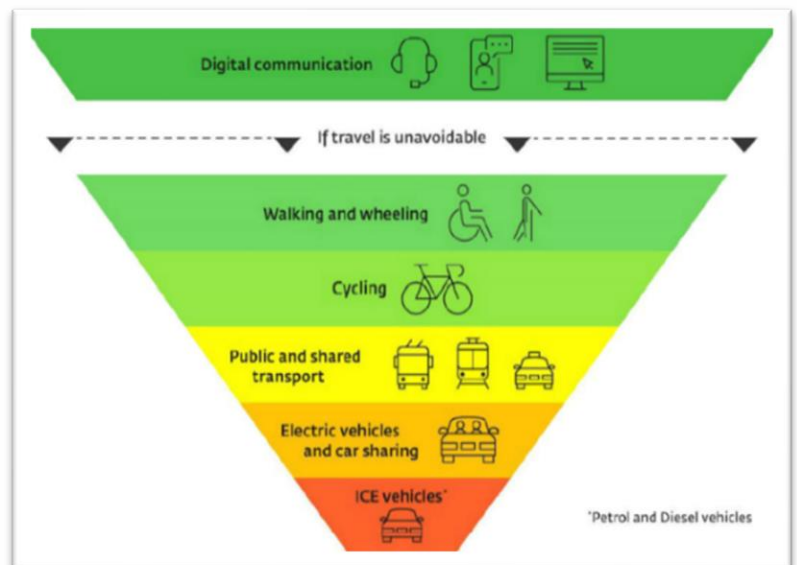


Figure 5 shows that between July to September 2022, 88% of the Council’s business travel emissions are from grey fleet. Grey fleet is the most common method of travel used by frontline services to carry out home visits to vulnerable families and site visits for compliance and enforcement checks.

Although this is 3% lower than Q2 in the previous year, staff using their own vehicles for business remains the most significant contributor to carbon emissions from business travel, followed by taxis. Grey fleet and taxi journeys amounted to 358,715 miles - equivalent of 93 tonnes of CO₂.

This data provides a good baseline for measuring the reduction of travel emissions and understanding modal shift. This data is starting to be used to engage with services across the Council to highlight those with the highest car mileage output and to explore opportunities for reducing this by moving towards increasing the use of sustainable transport.

An example of this work is with the Coroners & Registrars team, who following engagement have agreed to trial '**System One**' travel passes from January 2023. Pre-paid public transport tickets will be offered to registrars attending off-site venues for work to reduce the services overall reliance on taxis. Engagement with Transport for Greater Manchester is ongoing whilst multiple user ticketing challenges are resolved. The trial will be kept under review.

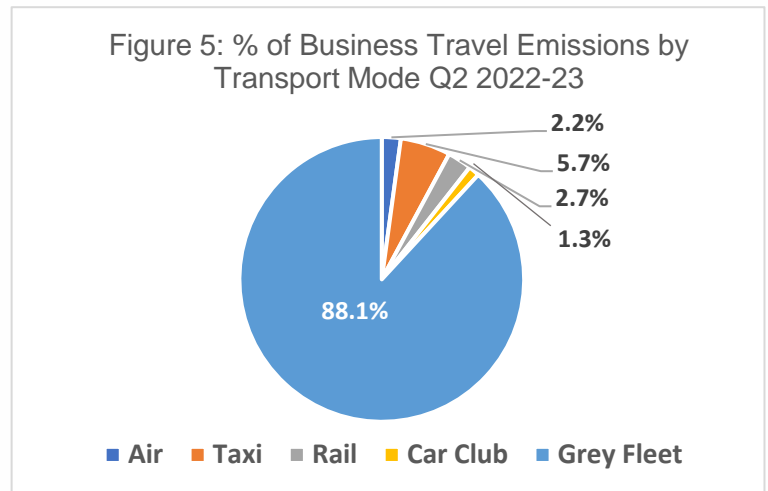
While the Council strives to minimise the use of flights, 4 trips were taken during this period:

- Return Manchester to Belfast (4 passengers), required as part of our statutory social care obligations
- Return Manchester to Berlin (5 passengers), Manchester representatives took part in a European Youth Exchange in Berlin, Germany from the 30 July – 8 August, which supported the principles of Our Year 2022
- Return Manchester to Athens (1 passenger), attending the regional convening of the Resilient Cities Network and the European Urban Resilience Forum
- One-way from Algeria to Manchester (2 passengers), required as part of our statutory social care obligations.

To support the Sustainable Travel Policy, authorisation of all staff flights must be sought from the Chief Executive or Deputy Chief Executive and City Treasurer prior to booking. Figure 5 shows that flights taken between July and September 2022 make up 2.2% of the Council's business travel emissions - which is 0.05% of the Council's overall total emissions.

There is a challenge with capturing public transport usage data, whilst the cost of public transport for work can be claimed by staff through the expenses claims process on SAP, the distance travelled is difficult to capture as bus and Metrolink tickets can cover multiple trips and priced on zones therefore making it difficult to access accurate trends data. The long-term goal of accessing this data will provide a baseline figure to improve upon and identify the teams that frequently use public transport for business travel.

To support staff to transition to sustainable travel, a number of incentives have been implemented:



Car Club, the Council has partnered with Enterprise Car Club to offer access to low emissions vehicles for flexible hire for in-work travel. 58 cars are available at 36 locations across Manchester, including a proportion of hybrid and electric vehicles. On average, Car Club cars emit around 43% less carbon dioxide than the average UK car due to age and size (smaller engines).

During Q2 2021/22, 89 trips were made by Car Club (419 across 2021/22), usage in Q2 2022/23 has increased by 50% to 134 trips demonstrating a positive behaviour change from staff using their own vehicles due to increased awareness and accessibility of the scheme.



Cycle to Work scheme, whilst already in existence take up is extremely low – only 4 staff claimed the bicycle allowance in 2021/22, in stark contrast to over 2000 staff claiming car mileage. Future engagement with staff registered for the bicycle allowance scheme is planned to understand the reason for low levels of take up. In the meantime, setup in November 2022 a process that now provides an opportunity for registered car users to also register as a bicycle user and claim bicycle allowance for the days they use a bicycle for in-work travel. This is currently only available to Council staff, but work is ongoing to introduce similar measures for Councillors. This new process will be promoted through the internal Zero Carbon Broadcast email and directorate newsletters in the new year.

Internal communications and promotion of the Staff Travel Policy and supporting incentives will continue through staff email broadcasts and targeted engagement with services.

Seeing is believing – Across the City

This section focuses on the Council's citywide leadership role and showcases CCAP action 4.2 – increasing nature-based solutions across the city. Part of this action has been to deliver the MCC GrowGreen Project – a European funded project which aims to explore innovative solutions to adapt to climate change.



In November 2022, the GrowGreen project hosted its final event in partner city Brest, France, which brought to an end a five-year collaboration between six European cities with the aim to research and develop Nature Based Solutions (NBS) for climate adaptation. Led by Manchester City Council, GrowGreen has delivered innovative Nature Based Solutions to adapt to both increased heat and increased rainfall. In Manchester, the project delivered:

- The development of the award winning [West Gorton 'sponge park'](#), a brand-new park with the features designed to 'drink' excess rainwater monitored by the University of Manchester.
- ['Our Rivers Our City'](#) – Manchester's first River Valley Strategy – highlighting the value of Manchester's rivers for biodiversity and flood prevention, but also for physical and mental wellbeing.

- An update to [Manchester's Green Infrastructure Strategy](#), with added focus on climate resilience.

NBS into the Future:

Mayfield Park

A key feature of the park involved uncovering and rejuvenating the river Medlock to create a new habitat for wildlife and improve flood resilience for local homes.

Victoria North

The creation of the City River Park set around the River Irk will be an essential aspect of the regeneration of Victoria North. Green spaces within the area will include NBS such as those tested at West Gorton Park to mitigate the flooding risks to nearby housing from the River Irk.

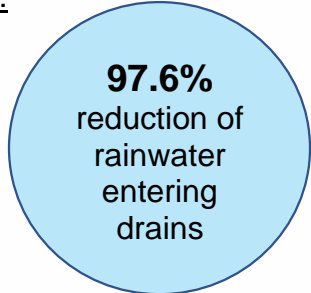
Highways

Additionally, learnings from the park are being used by different departments across the Council such as the Highways team who have created a post to lead on Environmental Sustainability and are looking at how Sustainable Urban Drainage (SUDs) can be utilised across the city.

West Gorton 'sponge' Park:

Since the park opened in 2020, the innovative concept has provided an inspiration for organisations, such as DEFRA and the Environment Agency.

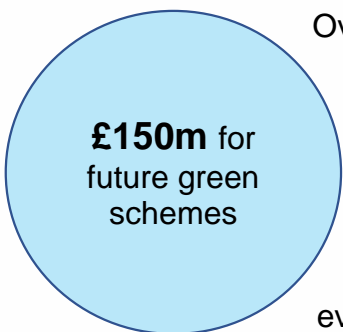
Data from research undertaken by the University of Manchester shows that the park's NBS solutions have been successful, with average water volumes reducing by 97.6% and average peak flow reductions of 98.1%.



Community Engagement

In addition to the NBS benefits, the park has had a positive impact on the local community with research showing a significant increase in the number of people interacting with each other and the outdoor space. Community development work facilitated through the park project helped to bring together a 'Friends of West Gorton Community Park' Group, who are now utilising it for numerous organised events such as a Christmas tree light switch on. They also carry out low level maintenance such as regular litter picking.

Future steps for Manchester City Council:

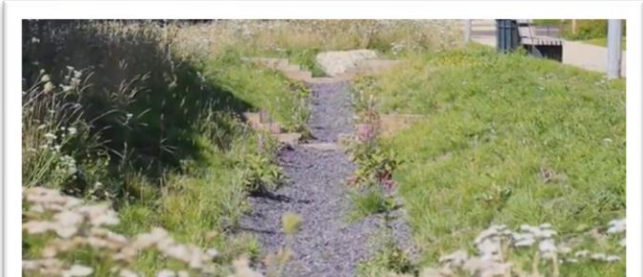


Over the next few months, MCC will be sharing these learnings internally and externally and looking to incorporate NBS into new and existing green spaces such as highways and parks.

As a key outcome of the GrowGreen project, MCC were looking to generate evidence for social impact to build

investment confidence, and as a result we estimate that £150 million will be spent citywide within the next 5 years on future green schemes through the Green and Blue Strategy.

Further information about the GrowGreen project and Manchester's role as a partner can be found online at www.growgreenproject.eu and in this [video](#).



This project has received funding from the European Union's Horizon 2020 Research and Innovation Programme under Grant Agreement No 730283

Neighbourhood Leadership

As part of our climate leadership role across the city, MCC's Neighbourhood teams coordinate work to support local communities to proactively engage in local climate change activity to reduce their carbon footprint. An update on this activity in was presented to MCC's Environment and Climate Change Scrutiny Committee in November 2022. This report highlights the variety of climate-related work which Neighbourhood officers deliver with local communities, particularly around identified priority themes:

- Community Engagement/ Awareness Raising
- Children and Young People (Our Year 2022)
- Reduce, Reuse, Recycle
- Active Travel, Clean Air, Transport
- Nature Based Solutions/Green and Blue Infrastructure
- Energy (specifically awareness raising around energy efficiency)

As a result of discussions at the Environment and Scrutiny Committee, a Member-led task and finish group will be convened in order to develop SMART targets around the ward climate action plans. This, alongside Manchester Climate Change Agency's £2.5m 'In Our Nature' project, will assist the Council to identify carbon savings at a local level, which will further allow us to support residents and communities to connect their own actions with measurable change in a meaningful way.

Communications Highlights

Manchester City Council is actively promoting its zero carbon ambition with the range of stakeholders, through campaigns, ongoing social media activity and regular press releases. Below are examples of some of the communication activity during this quarter, highlighting how the Council is aiming to influence positive behaviour change internally with staff and across the city to residents and other stakeholders.

Social Media

43
posts
across all
social media
channels

157,284
views

290
likes

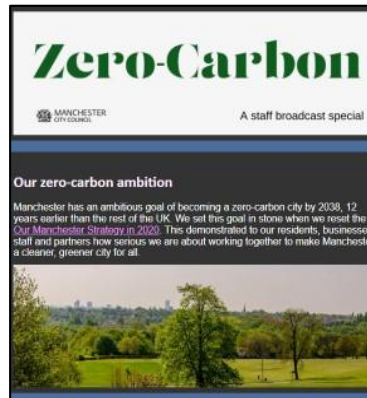
Topics covered this quarter:

- Green Skills
- Active Travel
- Recycling
- Saving water
- E-waste
- MCC's journey to Zero Carbon
- Benefits of eating less meat
- Carbon Literacy
- Low carbon housing development
- Air quality
- National Tree Week
- Road Safety Week



Internal Communicatios

- Zero Carbon broadcast special focusing on
 - Carbon Literacy training,
 - Sustainable travel
 - Green Skills
 - Sustainable diet
- New Zero Carbon Hub on the staff intranet promotes
 - Climate Change Action Plan,
 - Carbon Literacy training,
 - Active travel
 - Promoting good news stories from around the Council
- Ongoing promotion of the Printer Project, a campaign aiming to reduce reliance on printing across the Council



6k
Members
of staff
reached

262
visitors to
the ZC
hub

64
more visitors
to the Cycle
on Work
scheme
page*

* Compared to the previous quarter

Behaviour Change Campaigns

The campaign continues across all social media channels with aim to promote positive behaviour change and climate action



The outdoor advertising period has now ended, although billboards will remain in place until the space is commercially sold and lamp post banners are likely to stay up for a few more weeks.

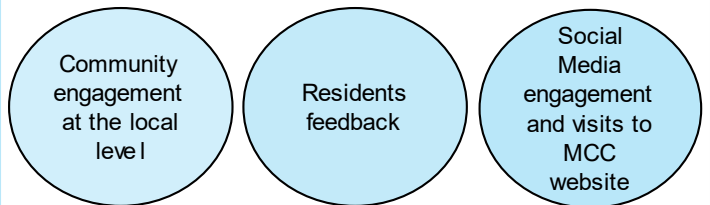


Neighbourhoods Team and the In Our Nature programme will continue to promote these messages through their community engagement activities

Christmas themed messages shared throughout November and December across the social media channels to promote sustainable behaviours during festive period



Key Performance Indicators:



National Road Safety Week ran from 14 to 20 November with Manchester running an extra week of activities up to 25 November.



Events also included:

- 89 patrols from the NSL Parking Services across 20 schools
- 94 'No Parking' signs allocated across 29 schools
- School Street trial events at St Margarets Primary School in Withington and Acacias Primary School in Burnage to promote active travel
- 13 "days of action" events



Press Release

12th October

Publishing of the biodiversity strategy:

- Place North West



25th October

Wythenshawe Town Centre regeneration:

- MEN
- The Manc
- Place North West
- Public Sector Executive (with prominent references to decarbonisation elements of plans)



8th November

Leader's open letter to Prime Minister to discuss urgent challenge of climate change



9th November

First phase of Project 500 low carbon affordable housing scheme announced:

- MEN
- Place North West



Appendix 1 – Action RAG Rating and Progress Update

The tables below provide an overview of the progress of actions across all five workstreams included in the CCAP 2020-25 using a RAG (Red, Amber, Green) rating system.

Key

Working to target (Green)	Work in progress (Amber)	Not started / missed critical milestones (Red)	Complete (Grey)
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Workstream 1 – Buildings and Energy		
Action	Action Summary	Action Update
1.1 - Amber	MCC Estates carbon reduction programme	Energy Surveys across 80 MCC buildings underway. Some challenges in PSDS1, with some works extend beyond the deadline and becoming ineligible for the full grant.
1.2 - Amber	Manchester Build Standard	Build Standard complete and shared, some challenges ensuring it is embraced by all relevant parties.
1.3 - Amber	Large scale renewable energy generation	Non-binding offer submitted for 60 MW asset that would be operational by the end of 2023.
1.4 - Green	LED street lighting	LED street lighting fully installed and emissions monitoring ongoing.
1.5 – Amber	Civic Quarter Heat Network	Currently not running as efficiently as possible. Green gas purchase imminent to reduce associated emissions.
1.6 – Amber	MCC Housing Carbon Reduction	Working with contractors to develop Sustainability Strategies by April 2023 – to include stock data and a plan towards zero carbon. Difficulty in getting robust data about the energy efficiency capabilities of MCC homes. Cost and capacity are key challenges.
1.7 – Amber	Citywide Housing Carbon Reduction	Planned additional staffing resources in Housing team now in place. Challenges with the complexity of delivery of increased scale and pace of retrofit required to achieve targets.
1.8- Green	Commercial and non-domestic building carbon reduction	Work is ongoing with Business Growth Hub in promoting their offer to businesses, including Be Net Zero training.
1.9 – Amber	Local Area Energy Plan (LAEP)	The LAEP has contributed to many key plans across MCC including the Electric Vehicle Charging Strategy and Housing Strategy. Two posts are currently being recruited to reflect the additional work required to progress this action further.
1.10 – Amber	Leasing and disposing of Council buildings and land	Carbon is now a key consideration when MCC dispose of assets.
1.11- Green	Manchester Local Plan	Internal workshop held to discuss how the Local Plan aligns with key zero carbon policy aspects. Further work ongoing.
1.12 - Amber	Partnerships e.g., Green Building Council	Engagement ongoing with partners to understand best practice in build standards. There have been challenges engaging with developers.

Workstream 2 – Transport and Travel

Action	Action Summary	Action Update
2.1- Green	Electric refuse collection vehicles	50% of the Council's waste fleet is now electric and operational. Emissions from the whole fleet will continue to be monitored. The next step is to explore efficiency options for the remaining 50% of the fleet.
2.2- Green	Replace operational fleet with EVs	39 electric and 2 hybrid vehicles in the fleet currently. Opportunity for 8 further petrol/diesel vehicles to be replaced as leases expire. Four tracked fleet eCargo bikes totalled 182 miles this quarter.
2.3 – Amber	Business Travel Policy	See detailed update within main report - 'Under the Spotlight' section. Travel data has been analysed to inform services with the highest levels of business travel and engage with these services continues.
2.4- Amber	Environmental actions within Highways	Highways Environmental Sustainability Lead in post to lead and drive this action forward. Identified National Highways carbon tool to assist Highways in understanding emissions from highways maintenance and development works and will be incorporated into the new major construction works framework once developed. Software security issues have been overcome to enable the use of this tool.
2.5- Green	Greater Manchester Transport Strategy 2040	Work is due to commence on a refresh of the Manchester Local Implementation Plan, which will set the Council's priorities moving forward.
2.6 – Green	City Centre Transport Strategy	Work is due to commence on setting out a plan to progress the aims as set out in the City Centre Transport Strategy.
2.7- Green	EV Charging Infrastructure Strategy	Electric Vehicle Charging Infrastructure Strategy produced and presented to Environment & Climate Change Scrutiny Committee and Executive Committee in December 2022.
2.8- Green	Active Travel	The Manchester Active Travel Strategy and Implementation Plan is currently going through consultation, there will be an update presented to Environment & Climate Change Scrutiny in January 2023. The final Strategy will set out the framework to secure and prioritise future funding.
2.9- Green	Sustainable Travel Incentives for MCC Staff	MCC Intranet has been refreshed to include new sustainable incentive schemes for employees. Promotion of Love2Ride Cycle September scheme through staff communications was a success and will be followed by the upcoming engagement on Winter Wheelers.
2.10 - Amber	Aviation Emissions	Governments meeting at the International Civil Aviation Organisation (ICAO) Assembly in Montreal adopted a goal of net-zero carbon emissions for international flights by 2050. Manchester Airport Group have supported this via their membership of the UK Government Jet Zero Council. Decarbonising faster is still required as international agreement is not as ambitious as Manchester's target.
2.11- Green	Air Quality	Manchester's 2016-2021 Air Quality Action Plan has been delivered. A follow-up action plan is on hold awaiting the outcome of the GM Clean Air Plan. Annual GM reports, which include Manchester's progress are available at https://cleanairgm.com/data-hub/monitoring-reports/ .

Workstream 3– Sustainable Consumption		
Action	Action Summary	Action Update
3.1 – Amber	Sustainable Procurement	Supporting tools and training is being developed for commissioners. Procurement Project Manager is now in post and will support this work. Contract for Home to School Transport is due to go out to tender, with the aim to collect mileage and emissions data as part of the contract.
3.2- Amber	Reducing Single Use Plastics (SUPs)	Extensive engagement across MCC services and partners is underway to understand the scale of the SUP issue, existing measures and further opportunities for reduction. Three events have taken part in the Reusable Cup Pilot scheme, saving 0.5 tonnes of waste, although securing further events is a challenge.
3.3 – Green	Sustainable Events	Work is underway to understand different types of events, and to establish ownership and opportunities for influence. Assessments of three events have taken place as part of The Greener Festival, with the results due in the new year.
3.4 - Green	Waste Services	Ongoing engagement between Waste team, Events and the Sustainability Manager to explore options for segregated waste collections at events, to support recycling and improved data monitoring.
3.5- Amber	Supplier Toolkit	The Council's Social Value And Environment Supplier Toolkit is available on the MCC website, this guidance is available to any supplier wanting to supply to the Council. The toolkit is available to GM colleagues and lessons learnt/positive case studies will be shared once available.
3.6- Amber	Influencing a reduction in Single Use Plastics	All food & beverage traders (increase from 78%) and 77% ice cream traders across Parks complied with SUP free requirement at the last check. Lack of alternative products on the market is a challenge and discussions are in place to establish alternative measures.
3.7- Green	Manchester Food Board	MCC are working with FoodSync, Manchester Food Board's secretariat to produce a 'Manchester Sustainable Food Policy', which will address the priorities of the Manchester Food Board. FoodSync have also been consulted on the draft of the Manchester Anti-Poverty Strategy.

Workstream 4– Adaptation and Sequestration		
Action	Action Summary	Action Update
4.1 - Green	Tree Action Planning	Appraisal process for new Manchester Tree Action Plan has begun.
4.2 - Green	Nature Based Solutions	GrowGreen project ended on the 30 November 2022. Dissemination sessions are being planned for Manchester partners into 2023.
4.3- Green	Parks CCAP	A Parks specific climate change action plan is currently being developed.
4.4 - Green	Green and Blue Strategy	An annual update report will be provided to Environment & Climate Change Scrutiny in March 2023. Requests have been sent for updates to key department and partners for required information.
4.5 - Green	Biodiversity Strategy	Biodiversity Strategy was presented at Environment & Climate Change Scrutiny in October 2022 – feedback was positive, now wider departmental ownership is required.
4.6- Green	Tree Planting	MCC aims to plant over 300 new trees this winter planting season utilising £125k Urban Tree Challenge Fund secured in partnership with City of Trees.

Workstream 5 – Catalysing Change		
Action	Action Summary	Action Update
5.1- Amber	Carbon literacy training	23% of MCC employees are certified carbon literate including 118 members of SLG. 79 Council Members have been trained. Aim was to have all Members trained by the end December 2022 but due to availability some training will need to be completed in January 2023.
5.2 – Green	Embedding zero carbon within Council decision making	Climate action commitments are being embedded into the next round of Voluntary, Community and Social Enterprise grants programme launching in April 2023.
5.3 - Green	Finance & Investment	Update on additional zero carbon investment for 2022-23 was included in a budget report to Environment & Climate Change Scrutiny Committee in November 2022. Further funding opportunities are being explored in collaboration with external partners.
5.4 - Green	Community Engagement	Neighbourhoods team held a knowledge sharing session across the city with officers, sharing updates on Ward Plans and positive climate action across wards. Manchester Climate Change Agency are preparing to deliver the next phase of 'In Our Nature' in 2023.
5.5 - Green	Citywide Communications Strategy	Behaviour change campaign continues to be promoted across the city on digital screens, billboards, and buses, through social media channels and across internal communications.
5.6 - Green	Fund Manchester Climate Change Agency (MCCA)	MCC's continues to fund posts (4FTEs) and provide operational budget, however the Council's financial contribution as a proportion of the Agency's overall income is reducing.
5.7 - Green	Support Manchester Climate Change Partnership	Workshops arranged by MCCA with Partnership members including MCC and wider stakeholders, focusing on removing barriers to zero carbon new build and the development of tools for better adaptation to extreme weather.
5.8 - Amber	Support Education Providers to reduce carbon	Delay in recruitment for additional support caused a small set back in delivery of this action. The Educational Climate Change Project Manager is now in post and will focus on implementation of the Education Climate Change Action Plan.
5.8- Amber	Influence GM stakeholders to decarbonise	The Leader took part in a panel talk with Andy Burnham at the GM Green Summit 2022, as part of the continuous effort to influence the region to decarbonise at the required rate. MCC has also disseminated a detailed briefing on the key actions from the COP27 meeting held in Egypt with GM stakeholders.
5.9- Amber	Government Lobbying	Difficult financial situation at national level may limit availability of government investment in climate change initiatives. The Council continues to lobby government, with the Leader reaching out to Graham Stuart MP to request a meeting in Manchester, a full response to the UK Government's Net Zero Review being submitted, both focus on the support needed to deliver zero carbon ambition on the local level.
5.10- Green	International networks and projects	The Leader attended the King's pre-COP reception at the Buckingham Palace along with other members of the Core Cities. Horizon 2020 funded GrowGreen project has come to an end. The Council submitted a bid to the EU Net Zero Cities, which is also funded by the Horizon 2020.
5.11- Green	Green Skills Plan	Green skills embedded as part of the wider Housing Retrofit Plan. Engagement with partners across the city continues to promote green skills opportunities, an example Green Careers Week.

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**Manchester City Council
Report for Resolution**

Report to: Environment and Climate Change Scrutiny Committee – 12 January 2023

Subject: Draft Terms of Reference and Work Programme for the Climate Change Ward Action Plans Task and Finish Group

Report of: Governance and Scrutiny Support Unit

Summary

This report sets out the proposed terms of reference and work programme for the Climate Change Ward Action Plans Task and Finish group.

Recommendations

The Committee is invited to:

1. Agree the membership of the Task and Finish Group.
 2. Agree the terms of reference for the Task and Finish Group.
 3. Agree the work programme of the Task and Finish Group, which will be reviewed by the group at each of its meetings.
-

Wards Affected: All

Contact Officers:

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

Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

Minutes of the Environment and Climate Change Scrutiny Committee meeting held 10 November 2022.

1.0 Introduction

- 1.1 At its meeting of 10 November 2022 the Environment and Climate Change Scrutiny Committee agreed to establish a Task and Finish Group to undertake a detailed investigation into Climate Change Ward Action Plans (see minute ECSC/22/43).
- 1.2 The proposed name for the group is the 'Climate Change Ward Action Plans Task and Finish Group'. The term 'Task and Finish Group' is used to refer to subgroups which carry out an investigation and report their findings.
- 1.3 This report sets out a programme of work to investigate the areas identified by Committee members. The Committee is asked to discuss and make any necessary revisions to the Terms of Reference and Work Programme for the investigation.
- 1.4 The draft terms of reference and work programme for this Subgroup are attached as appendices 1 and 2.

2.0 Membership

- 2.1 The Committee is invited to nominate and approve the membership of the Task and Finish Group.

3.0 Recommendations

- 3.1 Recommendations to the Committee are listed on the first page of this report.

Title	Climate Change Ward Action Plans Task and Finish Group
Membership	Councillors Wright (Chair)
Lead Executive Members	Councillor Igbon, Executive Member for Vibrant Neighbourhoods Councillor Rawlins, Executive Member for Environment and Transport
Strategic Directors	Carol Culley, Deputy Chief Executive and City Treasurer
Lead Officers	Shefali Kapoor, Head of Neighbourhoods
Contact officer	Lee Walker, Scrutiny Support Officer
Objectives	<p>1. To clarify role and purpose of Ward climate change action plans.</p> <p>2. To ensure that all Climate Change Ward Action Plans are consistent, specific, reflect the needs and priorities of each ward and demonstrate a golden thread to the Citywide Zero Carbon Action Plan (golden thread), that is consistent across all plans.</p> <p>3. To identify SMART (specific, measurable, assignable, realistic and time-related) reporting criteria and Key Performance Indicators for Climate Change Ward Action Plans.</p> <p>4. To consider any gaps, challenges and aspirations that will aid the continued development of Climate Change Ward Action Plans.</p>
Key Lines of Enquiry	<p>1. Consider and review the methodology and approach taken to agreeing individual Climate Change Ward Action Plans.</p> <p>2. Consider the options and approach taken to establishing SMART reporting of the outcomes of Climate Change Ward Action Plans. This will include consideration of best practice and challenges.</p>
Operation	This Subgroup will report its findings to the Environment and Climate Change Scrutiny Committee by submitting minutes to the Committee. The Committee will be asked to endorse any recommendations from the Subgroup.
Access to Information	<p>Meetings of the Subgroup will be open to members of the media and public except where information that is confidential or exempt from publication is being considered.</p> <p>Papers for the Subgroup will be made available to members of the media and public on the Council's website and Central Library except where information which is confidential or exempt from publication is being considered.</p>
Schedule of Meetings	To be determined.
Commissioned	10 November 2022

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**Environment and Climate Change Scrutiny Committee
Climate Change Ward Action Plans Subgroup
Work Programme – 2023**

Meeting 1: Thursday 23 February 2023 Council Antechamber at 2pm Deadline for reports: Monday 13 February 2023				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Climate Change Action Ward Plans - Introduction	To receive a report that describes the rationale and purpose of Climate Change Action Ward Plans; the framework on which these are produced and the role of Climate Change Officers within Neighbourhood Teams. This will include two examples from each neighbourhood team.	Councillor Rawlins Councillor Igbon	Shefali Kapoor	
Terms of Reference and Work Programme	To review and agree the Subgroup's terms of reference and work programme and consider any changes or additions that are necessary.		Lee Walker	

Meeting 2: Thursday 23 March 2023 Council Antechamber at 2pm Deadline for reports: Monday 13 March 2023				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Climate Change Action Ward Plans – Measuring Outcomes	To receive a report that considers the options and approach taken to establishing SMART reporting of the outcomes of Climate Change Ward Action Plans. This will include consideration of best practice and challenges.	Councillor Rawlins Councillor Igbon	Shefali Kapoor	
Terms of Reference	To review and agree the Subgroup's terms of		Lee Walker	

and Work Programme	reference and work programme and consider any changes or additions that are necessary.			
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Meeting 3: To be confirmed				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Climate Change Action Ward Plans – Next Steps	To receive a report that considers next steps, including consideration of future aspirations and how to address gaps that have been identified during previous discussions.	Councillor Rawlins Councillor Igbon	Shefali Kapoor	
Final Recommendations	To agree the final recommendations of the Task and Finish Group.		Lee Walker	

**Manchester City Council
Report for Information**

Report to: Environment and Climate Change Scrutiny Committee – 12 January 2023

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 **30 December 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
Manchester Active Travel Strategy and Investment Plan (2022/11/21A) To adopt the Manchester Active Travel Strategy and Investment Plan	Executive	18 Jan 2023		Report to Executive - Manchester Active Travel Strategy and Investment Plan	Rob Scott robert.scott@manchester.gov.uk

**Environment and Climate Change Scrutiny Committee
Work Programme – January 2023**

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

Item	Purpose	Lead Executive Member	Lead Officer	Comments
Waste Collection Over the Christmas Period	Noting the increase in waste associated with the Christmas period the Committee have requested a verbal update on the waste collection service during this time.	Cllr Igbon	Heather Coates	
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	
Household Waste and Recycling Rates Campaigns	To receive a report that provides information on the campaign and engagement programme with residents on the issue of household waste and recycling.	Cllr Igbon	Heather Coates	
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	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. 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.	Cllr Rawlins	Julie Roscoe	
Zero Carbon Culture Guides	To receive information on the work being delivered in relation to engaging Culture organisations with their zero carbon journeys.	Cllr Rawlins / Cllr Rahman	Sarah Elderkin Louise Lanigan	
Housing Retrofit	To receive a progress report on emerging proposals and provide an opportunity for members to contribute to and influence this policy. This will also include an update on green skills development work.	Cllr White / Cllr Hacking	Becca Heron / Martin Oldfield / David Ashmore	Update report to that considered at the 8 September 2022 meeting. Invitation to be sent to Cllr Johns.
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	Cllr Igbon	Kylie Ward Matthew Bennett	

	space and the interface between grounds maintenance and street cleansing services.			
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	
Carbon Literacy Training - Update	To receive an update report on the delivery of Carbon Literacy Training.	Cllr Rawlins	Suzanne Grimshaw	
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.
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	

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