



Environment, Climate Change and Neighbourhoods Scrutiny Committee

Date: Thursday, 7 September 2023

Time: 2.00 pm

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 from 1:30pm on Thursday, 7 September 2023 in Room 2006, Level 2, 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, Climate Change and Neighbourhoods Scrutiny Committee

Councillors - Shilton Godwin (Chair), Chohan, Collins, Holt, Ilyas, McCaul, Razaq, Wiest 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. [2.00-2.05] Minutes

5 - 12

To approve as a correct record the minutes of the meeting held on 20 July 2023.

5. [2.05-2.25] Manchester City Council Climate Change Action Plan 2022/23 Annual Report

13 - 56

Report of the Deputy Chief Executive and City Treasurer

This report is the third Annual Report of the Climate Change Action Plan 2020-25 and provides an overview of progress made during the year 2022-23.

6. [2.25-2.55] Street Cleansing Programme and Campaigns Update

57 - 84

Report of the Strategic Director (Neighbourhoods)

This report provides an update on street cleansing services and the Keep Manchester Tidy programme. Describing how the activity contributes to protecting the environment, climate change agenda and key priorities for future.

7. [2.55-3.30] Housing Retrofit

85 - 112

Report of the Strategic Director, Growth and Development

This report provides an update to Scrutiny Committee on the Council's proposals to decarbonise the city's housing, incorporating an update on Green Skills.

8. **[3.30-3.55] Manchester Electric Vehicle Charging Strategy** 113 – 122
Report of the Strategic Director (Development)

This report provides an update on progress following the adoption of the Manchester Electric Vehicle Charging Strategy.

9. **[3.55-4.00] Overview Report** 123 – 132
Report of the Governance and Scrutiny Support Unit

This report 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, Climate Change and Neighbourhoods Scrutiny Committee areas of interest include The Climate Change Strategy, Waste, Carbon Emissions, Neighbourhood Working, Flood Management, Planning policy and related enforcement, Compliance 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. To help facilitate this, the Council encourages anyone who wishes to speak at the meeting to contact the Committee Officer in advance of the meeting by telephone or email, who will then pass on your request to the Chair for consideration. 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.

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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 30 August 2023** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 2, Town Hall Extension (Library Walk Elevation), Manchester M60 2LA

Environment, Climate Change and Neighbourhoods Scrutiny Committee

Minutes of the meeting held on 20 July 2023

Present:

Councillor Shilton Godwin – in the Chair
Councillors Chohan, Collins, Holt, McCaul, Wiest and Wright

Apologies: Councillors Ilyas and Razaq

Also present:

Councillor Rawlins, Executive Member for Environment and Transport
Councillor Foley, Deputy Executive Member for Environment and Transport
Councillor White, Executive Member for Housing and Development

ECCNSC/23/38 Minutes

Decision

To approve the minutes of the Environment and Climate Change Scrutiny Committee meeting held on 22 June 2023 as a correct record.

ECCNSC/23/39 Manchester City Council Climate Change Action Plan – Quarter 1 Update Report

The Committee considered the report of the Deputy Chief Executive and City Treasurer that provided an update and overview of progress made in delivering the Council's refreshed CCAP during Quarter 1 2023-24 (April – June 2023).

Key points and themes in the report included:

- Providing an introduction and background;
- Key messages from the Quarter 1 Progress Report, noting that since 2020 the Council had remained within its carbon budget each year and the Quarter 1 report showed continued progress was being made with the Council on track to meet its 2025 target;
- Information in relation to CO2 Emissions, reporting that the Council had used 88.5% of its 2022-23 carbon budget during the year (April 2022 – March 2023) and was therefore on track to remain within its carbon budget for this year; and
- Key achievements.

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

- Noting that the current Climate Change Action Plan ran until 2025, and asking had the worked commenced to plan for beyond April 2025;
- Clarification was sought as to the carbon budget;
- Further information was requested on the project delivered in partnership with Wenta and how this was promoted to small businesses;

- More information was sought on the Refill Scheme, commenting that water filling stations needed to be provided to support this scheme, especially in those areas of high footfall; and
- An update was sought on the actions in relation to Clean Air.

The Zero Carbon Manager stated that the carbon budget that had been set for the city was a science-based budget and had been calculated by the Tyndall Centre for Climate Change Research. She described that the Council's biggest source of carbon emissions were related to the estate and that a lot of work had been done to address this, adding this activity had been regularly reported to the Committee. She acknowledged that reducing carbon emissions going forward in future years would be a challenge and the team were constantly reviewing progress against this work. She further commented on the reliance on grant funding which was often piecemeal to deliver this important programme. She commented that all opportunities to access additional funding were explored and work was underway to understand and unblock the barriers to attracting private finance to deliver this work at the scale required.

The Zero Carbon Manager further made reference to the ongoing current national conversation in relation to alternatives to gas. In response to a comment regarding a risk register she advised that all associated projects had a corresponding risk register.

The Zero Carbon Manager advised the Committee that planning work had commenced for the Climate Change Action Plan beyond April 2025 and this would be reported to the Committee at the appropriate time prior to its submission to Executive for formal adoption.

The Zero Carbon Manager advised that she would liaise with the Work and Skills Team to provide information on the Wenta project and this would be circulated following the meeting. In regard to the Refill Scheme, she commented that an exercise was underway to obtain base line data to understand the current provision across the city and to explore all opportunities to increase these.

The Executive Member for Environment and Transport described that all opportunities to improve air quality were being utilised, including school streets and the use of green screens. She described that work was ongoing at a Greater Manchester level in relation to clean air and monitoring data was being submitted to the government. The Chair stated that a report on this work would be scheduled for consideration by the Committee.

The Executive Member for Environment and Transport stated that regular updates on the range of associated activities were provided to Members via the Zero Carbon Quarterly newsletter that was circulated to all Members. In conclusion she stated that the Council remained committed to the City Council becoming a zero carbon organisation by 2038.

Decision

To note the report.

ECCNSC/23/40 Local Area Energy Plan – Progress Update

The Committee considered the report of the Strategic Director (Growth & Development) that described that the 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. LAEPs had been produced at both the regional level and also for each of the 10 districts. The Greater Manchester and Manchester LAEP were adopted in September 2022. This report provided Members with an overview of the Manchester LAEP and how this would be used to meet our target to be a zero carbon city by 2038.

Key points and themes in the report and accompanying presentation included:

- Providing an introduction and background;
- Discussion of the opportunities and challenges;
- Priority areas and challenges;
- Discussion of the sphere of influence, noting the council's main role in taking the LAEP forward is that of facilitator and enabler rather than as a main delivery agent;
- Progress to date; and
- Next steps.

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

- Information was sought on the progress to decarbonise the electric national grid;
- The need to lobby government for regulation of the domestic heat network;
- Discussing the national debate regarding the viability of hydrogen as a viable alternative to gas;
- The need to provide information to residents and homeowners to make informed, positive decisions in relation to alternative domestic heating options; and
- Was the data referred to throughout the report open data and available to residents, commenting that these were very informative.

The Chair commented that the Committee would be receiving a substantive update report on the Electric Vehicle Charging Strategy at the next meeting and questions and comments on this subject would be reserved for that meeting. The Committee further noted that an update on the Local Plan would be submitted for consideration at the November meeting.

The Principal Policy Officer stated that lobbying of government continued in relation to regulation of the domestic heat network and that any available information in regard to the decarbonisation of the electricity grid would be provided following the meeting. In response to the discussion regarding hydrogen as a viable alternative fuel for domestic boilers she stated they were alive to the national debate on this issue, commenting that direction from government was required on this issue. The Interim Head of Infrastructure and Environment commented that in the absence of any direction from government a position would need to be adopted locally.

The Principal Policy Officer commented that the data that was referenced within the report was available for members of the public to access.

The Strategic Director Development discussed the role of the Council in relation lobbying and influence. She stated that the Council was proactive on a range of issues, drawing down funding wherever possible to help resource the Council's response to the LAEP, and made reference to the work in relation to housing retrofit and Electric Vehicle Charging. She stated that the LAEP would assist with highlighting priorities for the Council to focus a response.

The Chair requested that any future update report included consideration and data in relation to demand management and energy generation when discussing the Infrastructure Delivery Plan.

The Executive Member for Environment and Transport stated that the Local Area Energy Plan provided an evidence-based tool on which to continue to lobby government. She stated that reflection and review of this area of activity was regularly undertaken and conversations with other cities were convened to share learning and experience.

Decision

To note the report.

ECCNSC/23/41 Integrated Water Management

The Committee considered the report of the Director of Planning, Licensing and Building Control that provided a summary of the Council's approach to slowing water flow and water capture, with a particular focus on nature-based solutions and consideration of Biodiversity Net Gain (BNG).

Key points and themes in the report included:

- Providing an introduction and background;
- Information on the outcomes of the Overview and Scrutiny Committee Task and Finish Report on Integrated Water Management that was presented to the Greater Manchester Combined Authority (GMCA) in May 2023;
- Describing the draft Integrated Water Management Plan; and
- Discussion of nature based solutions.

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

- There was little or no reference within the report to the canal network, recognising the complexities relating to the diverse ownership;
- What was the approach to Sustainable Drainage Systems (SuDS);
- What was the approach taken to new developments to ensure they were sustainable and how was this monitored and enforced;
- The need to communicate to residents the risks of flooding and mitigating actions that could be taken, in particular in regard to paving over green space; and
- The need for developers to consider water capture and storage.

The Director of Planning, Licensing and Building Control stated that she had welcomed the work of the Overview and Scrutiny Committee Task and Finish Report on Integrated Water Management for raising the profile of this important issue. She stated that canals were included in the open space audit and were included in the green and blue infrastructure strategy and action plan. She acknowledged the challenge of waterways and the need to engage with all relevant partners, neighbouring authorities and those beyond Greater Manchester on the issue of waterway management and she made reference to the Greater Manchester Integrated Water Management Plan that was currently subject to consultation.

The Director of Planning, Licensing and Building Control stated that SuDS would be included in Local Plan and stated that it was anticipated that these would be mandatory from 2024. She commented that in anticipation of this, dialogue and work was currently underway locally with developers on this issue and colleagues in the Highways Department had produced guidance for developers.

The Director of Planning, Licensing and Building Control commented that flood zones were mapped across the city and this intelligence informed how all proposed developments were assessed. She commented that the Local Plan would strengthen the control in regard to sustainable development standards, however pending finalisation and adoption of the Local Plan proactive dialogue and conversations were undertaken with developers to push for sustainable buildings, including discussions on water capture and storage.

The Executive Member for Environment and Transport acknowledged the importance of communications with residents on the issue of flooding and the promotion of actions that residents could take to mitigate risk. She stated that this would be included in the city-wide communication programmes.

Decision

To note the report.

[Councillor Shilton Godwin declared a personal and non-prejudicial interest as she chaired the Overview and Scrutiny Committee Task and Finish Report on Integrated Water Management.]

ECCNSC/23/42 Update on the Manchester Biodiversity Strategy and the Open Space Study

The Committee considered the report of the Director of Planning, Licensing and Building Control that provided an update on delivery of the Biodiversity Strategy that was endorsed by Executive in October 2022.

Key points and themes in the report included:

- Providing an introduction and background;
- Describing the objectives of the Biodiversity Strategy; and
- Information on the findings of the open space audit that would inform the development of the emerging Local Plan.

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

- The need to communicate to residents those areas of land designated to be areas for meadows and wildflowers, as the perception was often that the Council had failed to cut the grass;
- Enquiring where the 344 sites referred to in Recommendation 3 being rated as below quality and/or value thresholds were;
- Would the Local Plan increase biodiversity;
- The need to ensure green space was maintained, including those associated with the highways network;
- Noting that the focus of the study referred to was on sites with public access that were larger than 0.2 hectares and the need to acknowledge the importance of smaller green spaces, especially in the city centre;
- Recognising the importance of access to quality green space for residents;
- Noting the impact of the urban heat island effect.

The Director of Planning, Licensing and Building Control acknowledged the comment regarding the importance of communicating with residents the approach to meadows and wildflowers and stated that she would discuss this further with the relevant Executive Member. She said that an exercise was underway to provide a visual aid that mapped the 344 sites referred to in Recommendation 3. She stated that the Local Plan would make it mandatory for 10% increase in biodiversity associated with all new developments and this would be regulated through the establishment of long-term management plans to be formalised through legal agreements and conditions.

In response to a specific question regarding the location of the Tiny Forest and data relating to training referred to in the report that had been delivered by partners and the cohorts of people involved she advised that she would follow that up outside of the meeting.

The Director of Planning, Licensing and Building Control noted and agreed with the comment made regarding the importance of smaller green spaces. She advised that the ambition was to increase Sites of Biological Importance and there was a pipeline of work at pace to increase the number of nature reserves across the city.

The Executive Member for Environment and Transport responded to a comment from a Member regarding the communication with Councillors regarding events by stating that this would have been done using the usual channels.

The Executive Member for Housing and Development reiterated the importance of accessibility to quality green space to local residents and stated that he welcomed the introduction of the Local Plan as means to increase biodiversity and mitigate issues such as the urban heat island effect.

The Executive Member for Environment and Transport acknowledged the discussion regarding grass cutting, meadows and the use of verges to promote and encourage biodiversity and encouraged Members to pursue this with their respective Neighbourhood Teams. She concluded by thanking all of the officers involved in this important area of work and acknowledged the importance of this work for the city.

She stated that this work had been recognised nationally as a model of good practice.

Decision

To note the report.

[Councillor Weist declared a personal and non-pecuniary interest as she had previously been an employee of Groundwork.]

ECCNSC/23/43 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.

Decision

The Committee notes the report and agrees the work programme.

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Manchester City Council Report for Information

Report to: Environment, Climate Change and Neighbourhoods Scrutiny Committee – 7 September 2023
Executive – 13 September 2023

Subject: CCAP Annual Report, April 2022 – March 2023

Report of: 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 the Council's Executive in March 2020.

To remain up to date, the Manchester City Council (MCC) Climate Change Action Plan was refreshed in 2022, endorsed by the Environment and Climate Change Scrutiny Committee and approved by the MCC's Executive Committee in September 2022.

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. This report is the third Annual Report of the CCAP 2020-25 and provides an overview of progress made during the year 2022-23.

Recommendations

The Environment, Climate Change and Neighbourhoods Scrutiny Committee is recommended to note and comment upon the contents of the Climate Change Action Plan Annual Report for 2022-23.

The Executive is recommended to note the content and approve the Climate Change Action Plan Annual Report for 2022 - 2023.

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

Actions set out in the Climate Change Action Plan 2020-25 recognise the need for just and equal delivery of climate action across the city, focusing on the areas such as community engagement, accessible transport, access to green spaces and tackling fuel poverty.

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	Manchester's reputation as a leader in delivering on climate change will help to attract investment and businesses to the city. This will contribute towards helping the transition to a zero carbon city, which in turn will help the city's economy become more sustainable and will generate jobs within the low carbon energy and goods sector.
A highly skilled city: world class and home grown talent sustaining the city's economic success	Work underway in the Council supporting schools and the wider education sector will help develop a future well equipped workforce, whilst work underway within the Green Skills Action Plan is helping support employers to be prepared for the demand that is being created within the zero carbon sector.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	There is a targeted focus on retrofitting homes across the city to help tackle fuel poverty and the cost-of-living crisis by reducing energy bills and this is a key part of the transition to a zero-carbon city. Health outcomes will also be improved through healthier homes as well as other areas, such as the promotion of more sustainable and active 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	Work underway on Neighbourhood Ward Plans and Green and Blue Infrastructure, Open Spaces and Parks (helping to adapt and increase resilience) are key areas of Manchester becoming a zero carbon city and will help the city to be a more attractive place for people to live, work, visit and study.
A connected city: world class infrastructure and connectivity to drive growth	Our investment in active and sustainable travel is helping Manchester to have a fully zero carbon transport system, which will 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

As part of the 2022/23 budget, £0.8m additional revenue investment was approved to support additional staffing to support delivery of the Council's Climate Change Action Plan. This funding is ongoing and has now been included as part of each service areas mainstream budgets. It is not expected that there will be any further revenue budget consequences arising from the content of this report.

<https://democracy.manchester.gov.uk/documents/s38151/Zero Carbon Budget Report.pdf>

Financial Consequences – Capital

This report looks back over the year April 2022 – March 2023 and it is not expected that there will be any financial consequences to the Capital budget that should arise from the contents of this report.

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Background documents (available for public inspection):

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

- *Manchester City Council Climate Change Action Plan 2020-25 Updated 2022*
- *Manchester City Council Climate Emergency Declaration July 2019*
- *Manchester City Council Climate Change Action Plan 2020-25*
- *Manchester Climate Change Framework 2020-25 Updated 2022*
- *Neighbourhoods Directorate 2023/24 Budget – Environment and Climate Change Scrutiny Committee*

1.0 Introduction

- 1.1 The purpose of the report is to highlight progress made in delivering Manchester City Council's Climate Change Action Plan (CCAP) 2020-2025 during its third year – April 2022-March 2023.
- 1.2 The refreshed CCAP was endorsed by the Environment and Climate Change Scrutiny Committee and approved by the Council's Executive Committee in September 2022.
- 1.3 This report brings together updates provided over the last 12 months (April 22 – March 23) into a single report and highlights progress made during this time against the CCAP Work Plan 2022-23 as well as progress made on the Council's direct carbon emissions.
- 1.4 As such, this includes both the Council's actions at a citywide level to lead by example, influence and enable other stakeholders to act as well as its own organisational ambitions to become zero carbon by 2038 at the latest.
- 1.5 Regular updates on delivery of the CCAP are provided to this Scrutiny Committee via Quarterly Reports and Annual Reports, such as this. Previous progress reports dating back to April 2020 are available on the Council's website and can be found [here](#).
- 1.6 The Annual 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.

2.0 Background

- 2.1 A five-year Climate Change Action Plan (CCAP) covering 2020-25 went live following approval by the Council's Executive in March 2020.
- 2.2 The Council's CCAP has a science-based target calculated by the Tyndall Centre for Climate Research to reduce the Council's own carbon emissions and to remain within a carbon budget of 126,336 tonnes of CO₂ (tCO₂) over the five-year period of 2020-25. This science-based target is set out as a pathway for the Council to work against in order to become a zero carbon organisation by 2038 at the latest.
- 2.3 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.
- 2.4 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.

- 2.5 The refreshed MCC Climate Change Action Plan sets out new actions, building on existing ambitions, for example, looking at ways to accelerate reaching zero carbon sooner than 2038, identifying opportunities to be bolder and avoiding any risk of complacency.
- 2.6 The actions within the refreshed CCAP were adopted across all workstreams from Quarter 3 2022-23 (October – December 2022). As such, this Annual Report takes into account the new actions that were added as part of the Refresh which took place mid-way through the year (September 2022).

3.0 Key Messages

- 3.1 Manchester City Council has remained within its allocated carbon budget (the maximum amount of CO₂ emissions permitted) for the year 2022-23, using 89% of this budget (22,072 tonnes CO₂ out of 24,784 tonnes CO₂). This means that the **Council has made good progress** during its third year of the CCAP.
- 3.2 Overall, the Council's carbon budget for the 2020-25 period is 126,336 tCO₂ and we have used 57% of this budget so far, which means the Council has made **good progress to date** and is **on track to remain within the carbon budget** for this period.
- 3.3 55% of the actions in the CCAP 2020-25 are working to target (marked Green in the attached RAG (Red – Amber – Green) report) and the remaining are work in progress (45% of actions are Amber in the RAG).

4.0 Manchester City Council's CO₂ Emissions

- 4.1 This report shows the Council has used 89% of its 2022-23 carbon budget during the year (April 2022 – March 2023) and is therefore **on track to remain within its carbon budget for this year**. Emissions relate to Council buildings, streetlights, waste collection, operational fleet, and staff business travel.
- 4.2 The Council has made significant progress in reducing its direct carbon emissions to date and has remained below the allocated carbon budget. However, the overall rate of CO₂ reduction is slowing down and delivering further reductions, in line with the zero carbon science-based pathway, will become more challenging, particularly whilst there is no simple solution for entirely replacing gas.
- 4.3 Figure 1 (below) shows the CO₂ emissions from the baseline year, 2018-19, and highlights the year-on-year reductions in CO₂ emissions. The graph shows that since 2018-19, the Council has remained within its budget of permitted

carbon emissions each year, and therefore remains within its science-based Carbon Budget set by the Tyndall Centre.¹

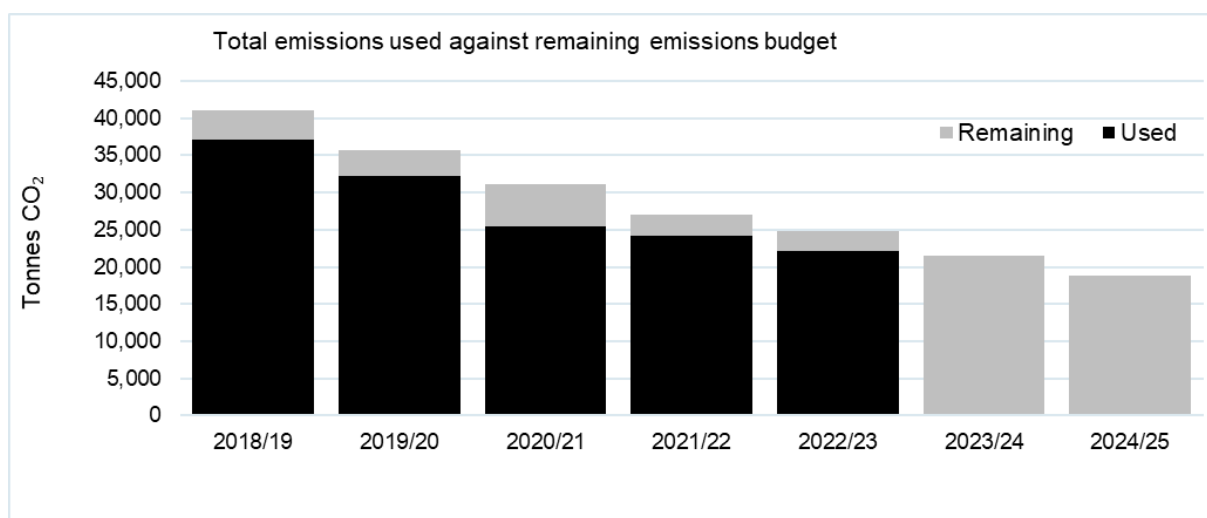


Figure 1: Total emissions used against remaining yearly emissions budgets

5.0 Key Achievements

- 5.1 Over the course of this 12-month period, in addition to the previous 2 years' work, the Council has been able to secure over £227m to support delivering the CCAP. This investment included funding for dedicated resource with the creation of 13 new posts, whilst a number of services also identified opportunities to create zero carbon focused posts, all providing additional capacity to aid delivery of the CCAP.
- 5.2 Examples of achievements during this 12-month period which this investment and dedicated additional capacity has helped deliver include:
- A new [Housing Strategy](#) for Manchester, launched in June 2022, setting out the ambitious low carbon retrofit plans for existing and new homes.
 - Installation of energy efficiency, heat decarbonisation and energy generation measures completed across 18 buildings, funded by £21.3m from the UK Government's Public Sector Decarbonisation Scheme
 - [Manchester's Active Travel Strategy](#) and Investment Plan (endorsed by Executive Committee in February 2023) with key objectives for the five-year plan including making walking the natural choice for short journeys and doubling cycling journeys from 6% to 12%.
 - Establishing Green School Networks across North, Central and South Manchester (sharing best practice, exploring opportunities for education settings, and working collaboratively on issues relating to climate change.

¹Invoicing of electricity and gas data can be changed by the supplier within reason up to 6 years after original billing, and this taking place weeks or even months after the original bill is not unusual in the industry. For example, during 2021-22, there were delays in invoicing and this was only resolved in December 2022. As such, the emissions recorded in our [CCAP 2021-22 Annual Report](#) for that year have been revised (from 22,807 tCO₂ to 24,101 tCO₂). We will continue to take further reviews of our energy data and make any required amendments in future Annual Reports. However, indicative data shows we remain within the allocated annual carbon budget.

- Increasing green infrastructure across the city, such as Mayfield Park (the first park built in the city centre for over 100 years), c. 800 trees and hedge trees planted, and progress being made with new Highways guidance for increasing sustainable urban drainage across the city.
- Strengthening the Ward Climate Change Action Plans, to help identify carbon savings at a local level and allow the Council to support residents and communities to live more sustainably.

5.3 This hard collaborative work was recognised and celebrated with the Council's CCAP 2020-25 winning the Sustainability and Social Value Award at the Public Finance Awards 2022.

5.4 The Key Achievements section in the CCAP Annual Report provides further examples of achievements made throughout the year.

5.5 Furthermore, in early 2023, planning took place for an Away Day in Summer 2023 for the Zero Carbon Coordination Group that oversees the delivery of the CCAP. The focus of this Away Day was to start considering the next iteration of the CCAP, beyond March 2025. This was held in July 2023 and work is now underway on planning the production of the next CCAP, for April 2025 onwards.

6.0 Summary and Next Steps

6.1 This report demonstrates the considerable progress that has been made by the Council to date. To stay within our carbon targets for the next five years will require a step change in how we work, along with investment and commitment from all stakeholders across the city.

6.2 The Zero Carbon Coordination Group that oversees the delivery of the CCAP attended an Away Day in July 2023, with the key focus being the next iteration of the CCAP, beyond March 2025. Work is now underway on planning the production of the next CCAP for April 2025 onwards.

6.3 In conjunction, we will be working closely with colleagues, partners (such as the Manchester Climate Change Agency and Partnership) and residents to create a vision for how a resilient zero carbon city in 2038 will look. This will feed into and align with the new Manchester Economic Strategy and the new Our Manchester Strategy, along with the next Climate Change Framework and the next CCAP.

6.4 There will be a number of important milestones on the next stage of the Council's journey to becoming zero carbon. These include:

- The joint Innovate UK bid with GMCA and Oldham MBC for investment to further explore new net zero finance and funding models, being submitted in September 2023
- Progressing with the procurement of a partner to provide an electricity Power Purchase Agreement (PPA) for the Council's future energy supply.
 - The procurement is at Invitation to Tender stage, with a preferred partner to be selected in December 2023, with report being presented

to the Executive and relevant Scrutiny Committees as part of the corporate governance and approval process. The PPA will facilitate the provision of zero carbon energy to the corporate estate from 2025, to ensure the Council successfully meets the Zero Carbon targets as outlined in the CCAP.

- The adoption of Places for Everyone (Joint Local Plan) expected in spring 2024; and the development of the Manchester Local Plan over the next two years.
 - The joint local plan and the Manchester Local Plan will deliver policies that support our zero carbon ambitions across a range of issues including new buildings; energy generation systems; green infrastructure, biodiversity net gain and transport.

6.5 The new CCAP will use this vision and set out the actions that the Council will be required to take, to achieve our zero carbon target and climate change ambitions.

7.0 Recommendations

7.1 The Environment, Climate Change and Neighbourhoods Scrutiny Committee is recommended to note and comment on the contents of the CCAP Annual Report and the progress that has been made in delivering the CCAP 2020-25 during its third year (April 2022 – March 2023).

7.2 The Executive is recommended to note the content and approve the Climate Change Action Plan Annual Report for 2022 - 2023.

7.3 This Annual Report will be published in an accessible format on the Council's website.

8.0 Appendices

8.1 Appendix 1 - CCAP Annual Report (April 2022 – March 2023)

ZERO CARBON

MANCHESTER

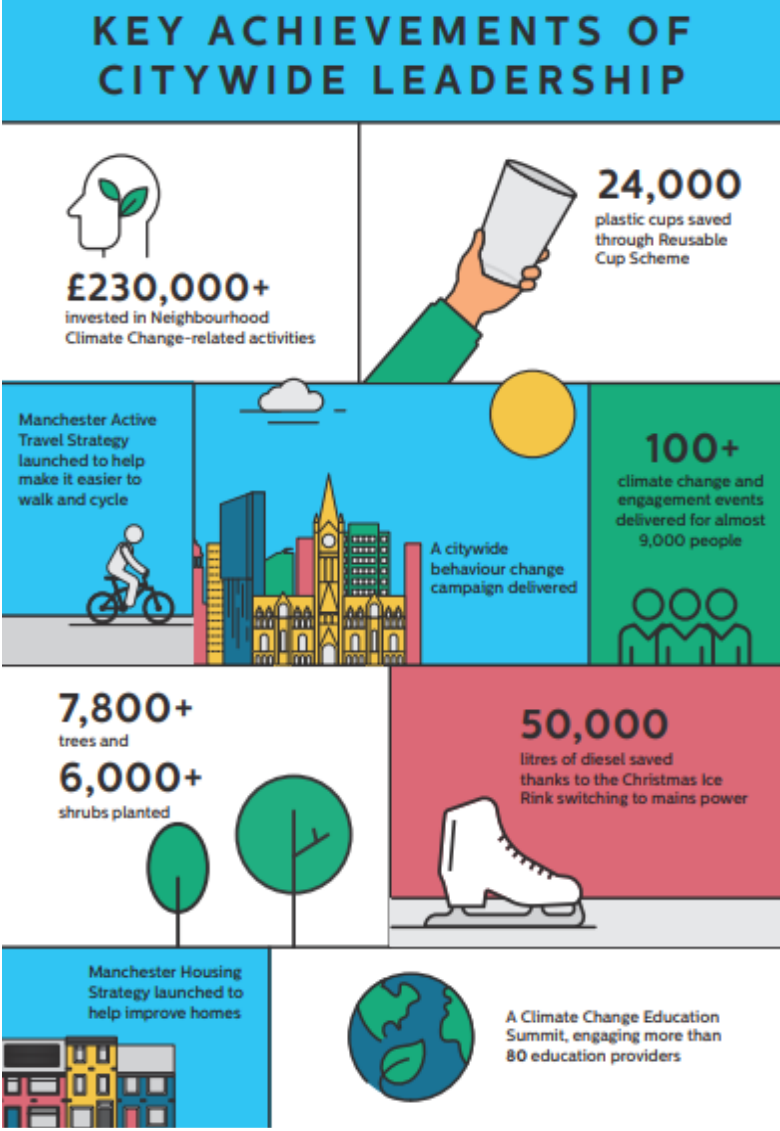
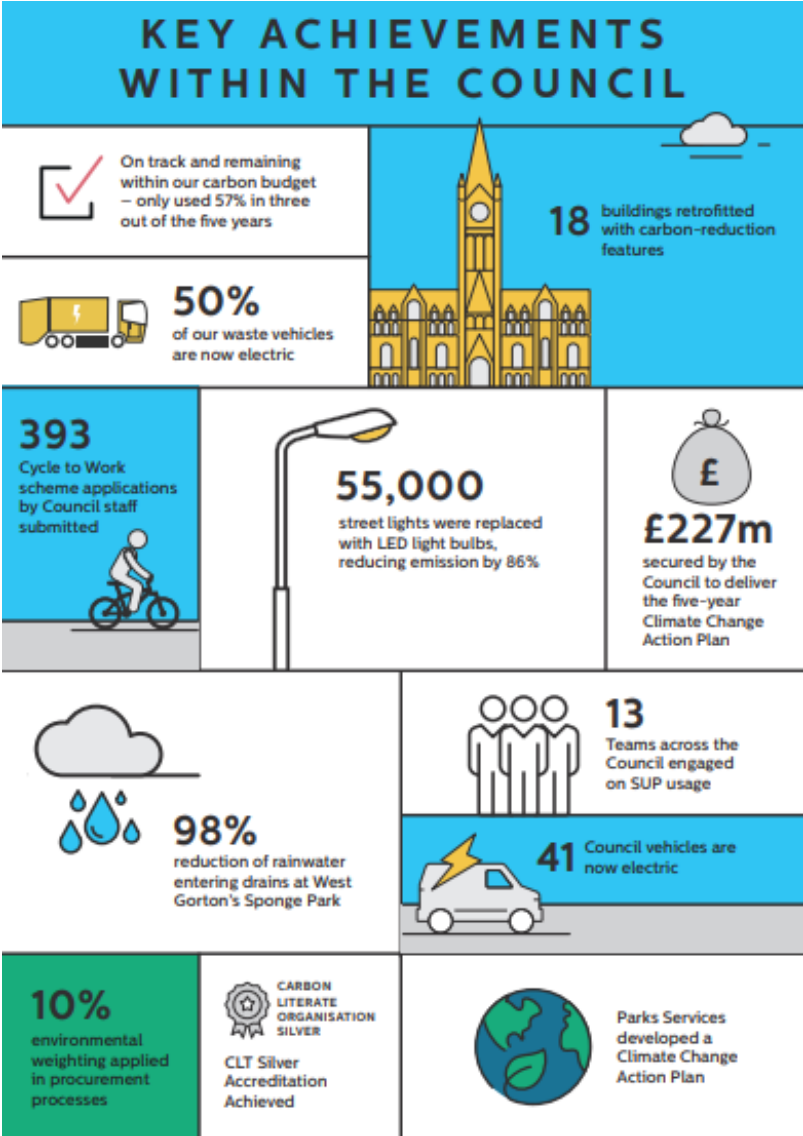
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CCAP 2020-25 Achievements To Date

Some of the achievements delivered over **the first three years** of the Climate Change Action Plan (April 2020 - March 2023)



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Executive Summary

Purpose

This report provides an overview of progress made in delivering [Manchester City Council's Climate Change Action Plan \(CCAP\) 2020-25](#) during its third year; April 2022 – March 2023.

The report focuses on the Council's activity to reduce its direct carbon emissions, highlighting key achievements and challenges faced during the reporting period. It showcases the Council specific actions and city-wide leadership actions that were identified as priority within the [CCAP Work Plan 2022-23](#) and an overall RAG (Red, Amber, Green) risk rating of each action within the CCAP has been included in Appendix 1 – Action RAG at Glance.

Background

Manchester City Council (MCC) declared a Climate Emergency in July 2019 and in response, developed a 5-year Climate Change Action Plan (CCAP) 2020-25, to outline its ambition to tackle climate change and take action to become a zero-carbon organisation by 2038.

The CCAP includes 47 actions organised into five thematic workstreams, each split into two sections – Council direct actions and City-wide leadership actions. The five workstreams are:

- Buildings and Energy
- Travel and Transport
- Reducing Consumption Based Emissions & Influencing Suppliers
- Adaptation & Carbon Sequestration
- Influencing behaviour & Being a Catalyst for Change

In September 2021, the Zero Carbon Coordination Group, which oversees MCC's Climate Change Action Plan agreed a mid-point refresh of the current 5-year CCAP 2020-2025, to show progress made to date, update 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 demonstrating how Manchester City Council is leading by example, giving renewed focus to the city-wide actions within the Action Plan.

Key Messages

- Our CCAP 2020-25 has a carbon budget of **126,336 tonnes of CO₂ (tCO₂)**. The Council has made good progress to date and is on track to remain within the carbon budget having only used **57%** of our budget within the first 3 years of the CCAP 2020-25.
- The Council has only used **89%** of our 2022-23 carbon budget during the year (April 2022 – March 2023), meaning we have outperformed the target by 11%.
- During 2022-23 (April 2022 – March 2023), MCC emitted 22,072 tCO₂, which is **8.5% lower** than the previous year.
- **55%** of the actions in the CCAP 2020-25 are **working to target** (Green in the RAG) and the remaining are work in progress (45% of actions are Amber in the RAG).
- **Key achievements** for 2022-23 include £21.3m invested into energy efficiency and decarbonisation measures to improve 18 Council buildings saving 2,212 tCO₂ per year;

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Skate Manchester connected to mains power reducing diesel generator usage saving 50,000 litres of diesel, the equivalent of 90tCO₂e; the opening of Mayfield Park, 6.5 acres of green space within the city centre; and the Council winning the Sustainability and Social Value Award at the Public Finance Awards 2022 for its CCAP.

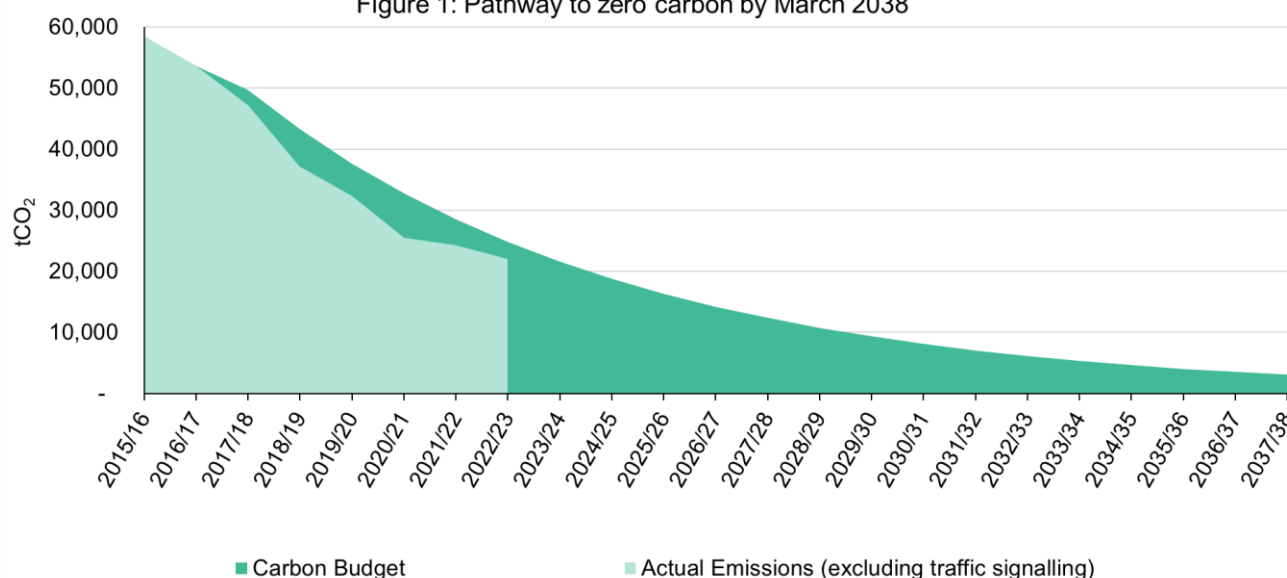
- Risks that arose during 2022-23 included rising inflation costs causing an increase in the cost of materials for infrastructure and retrofit projects; reduced levels of funding and more competitive funding programmes released by UK Government with tighter eligibility criteria and the lack of an established green skills sector to deliver projects.

CO₂ Emissions

Manchester City Council (MCC) worked with the Tyndall Centre for Climate Change Research to set its science-based target of achieving zero carbon by 2038 at the latest, based on a carbon budget. A carbon budget is the maximum amount of CO₂ emissions the Council can emit to remain on track to be Zero Carbon by 2038.

The Pathway to Zero Carbon 2038

Figure 1: Pathway to zero carbon by March 2038



The Council has a target to reach zero-carbon by 2038 at the latest. The trajectory to this point is shown in Figure 1. The Council's carbon budget (dark green shading) extends beyond 2038, commencing from 2018-19 (baseline year) up to 2099-2100. Most of the carbon budget is allocated at the start of the pathway as this is the period when the greatest savings need to be made (pale green shading shows the amount of carbon budget used to 2022-23).

To enable MCC to reduce its direct carbon emissions, the Council's Executive Committee approved the first 5-year Climate Change Action Plan 2020-25 in March 2020. The carbon budget for this 5-year period (2020-25) was originally 119,988 tonnes of CO₂ (tCO₂), with an annual breakdown for each year.

In July 2021, Northwards Housing formally re-joined Manchester City Council. As a result, carbon emissions generated by Northwards Housing, now designated as Housing Operations within MCC, will be brought under the umbrella of MCC's carbon emissions reporting.

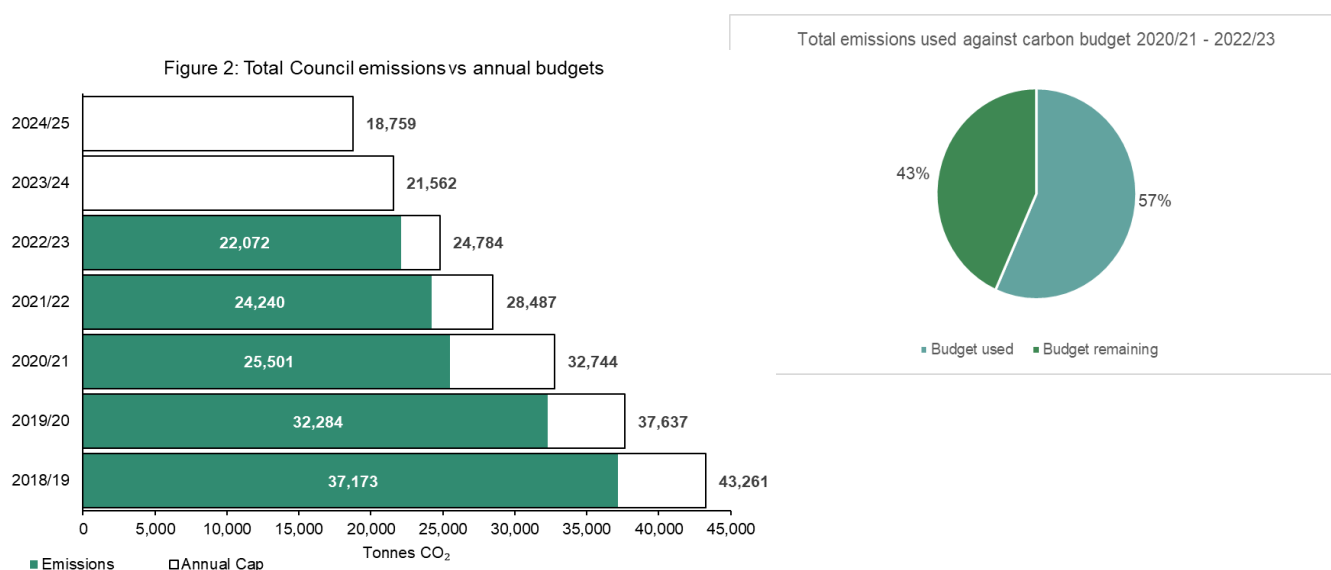
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The direct CO₂ emissions from Housing Operations, which are now the responsibility of MCC (energy supply to offices, and communal areas within residential properties, sheltered housing, staff and fleet travel) have been quantified and are now included in all CO₂ emissions reports. Emissions from residents' home energy consumption is not included within this data, as it is the responsibility of those occupiers as bill-payers and not the City Council.

In order to accurately reflect the inclusion of Housing Operations' emissions, the carbon budget for MCC was recalculated in 2022. This helped to project future emissions up to 2038, in line with the original science-based target model used by the Tyndall Centre for Climate Change Research and establish a more accurate carbon budget for the duration of the CCAP 2020-25. The revised carbon budget for the five-year period of 2020-25 is 126,336 tCO₂.

Between April 2020 and March 2023 (the first three years of the current 5-year Climate Change Action Plan), the Council has used 57% of its allocated carbon budget, emitting 71,812 tCO₂ which is shown in Figure 2.



The carbon budget allocated for the reporting year of 2022-23 was 24,784 tCO₂ and Figure 2 shows that the Council remained within budget for this year by 89% (emitting 22,072 tCO₂) as well as highlighting that the Council's carbon emissions have remained within budget each year since the 2018-19 baseline.¹

The Council has made significant progress in reducing its direct carbon emissions to date and has remained below the allocated carbon budget as shown in Figures 1 & 2, however the overall rate of CO₂ reduction is slowing down and delivering further reductions in line with the zero carbon science-based pathway will become more challenging, particularly whilst there is no simple solution for entirely replacing gas.

¹ Invoicing of electricity and gas data can be changed by the supplier within reason up to 6 years after original billing, and this taking place weeks or even months after the original bill is not unusual in the industry. For example, during 2021-22, there were delays in invoicing and this was only resolved in December 2022. As such, the emissions recorded in our [CCAP 2021-22 Annual Report](#) for that year have been revised (from 22,807 tCO₂ to 24,101 tCO₂). We will continue to take further reviews of our energy data and make any required amendments in future Annual Reports. However, indicative data shows we remain within the allocated annual carbon budget.

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MCC Direct Emissions Breakdown for 2022-23

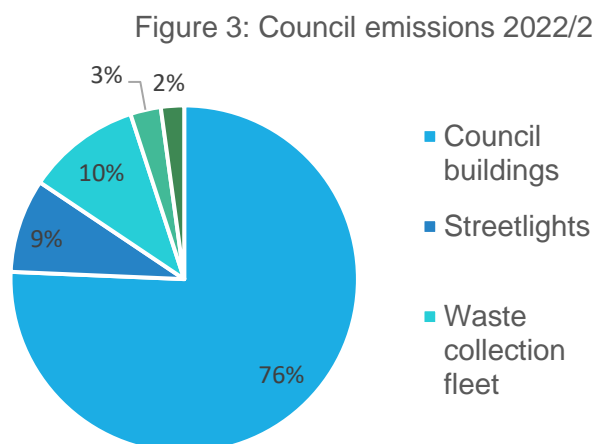
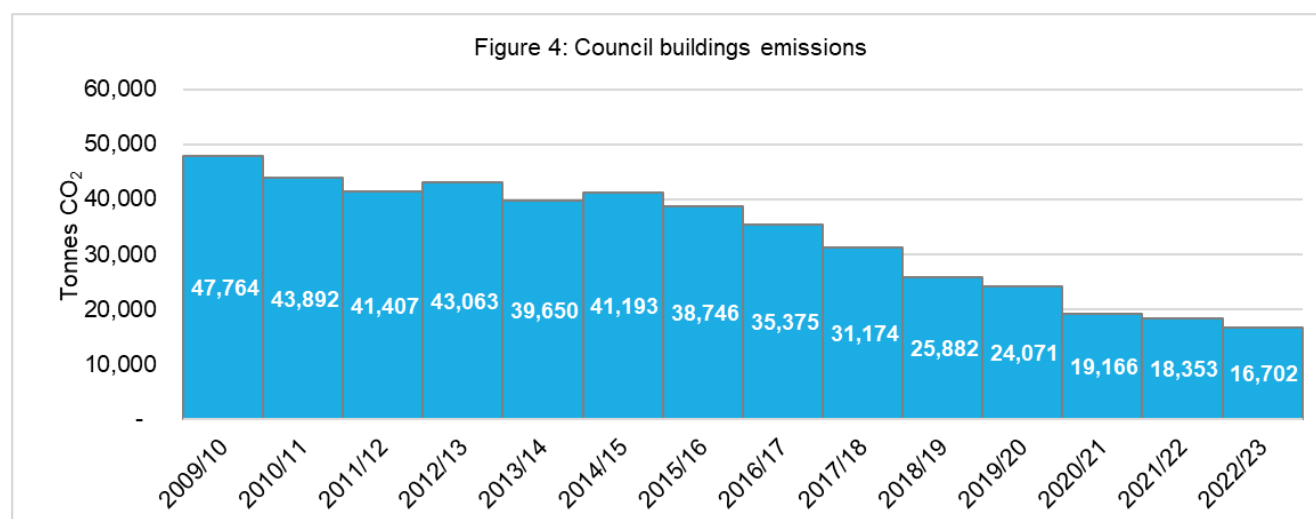


Figure 3 shows that buildings continue to be the most significant contributor to the Council's direct emissions (76%), followed by the waste collection fleet (10%), streetlights (9%), Operational Fleet (3%) and Staff Business Travel (2%). All these emissions have been targeted for proactive change, which is detailed later in this report.

The following graphs (Figures 4 – 8) show a detailed breakdown of emissions across each of these five areas.

Emissions from energy usage in Council buildings has steadily declined since 2009, as shown in Figure 4, and the emissions from Council buildings in 2022-23 (combined usage of gas, electricity, and oil) is 9% lower than the previous year.



The reduction in energy use has been driven by the installation of energy efficiency and heat decarbonisation measures and renewable energy generation capacity across the Council's estate, as well as benefitting from the decarbonisation of the national grid.

Following the large-scale streetlight replacement programme and the switch to LED lightbulbs, which completed in December 2021, emissions from streetlights has significantly reduced, as shown in Figure 5. Emissions generated from streetlights in 2022-23 was 11% lower than 2021-22 and 88% lower than in 2014-15 when streetlight emissions were at the highest prior to the streetlight replacement programme.

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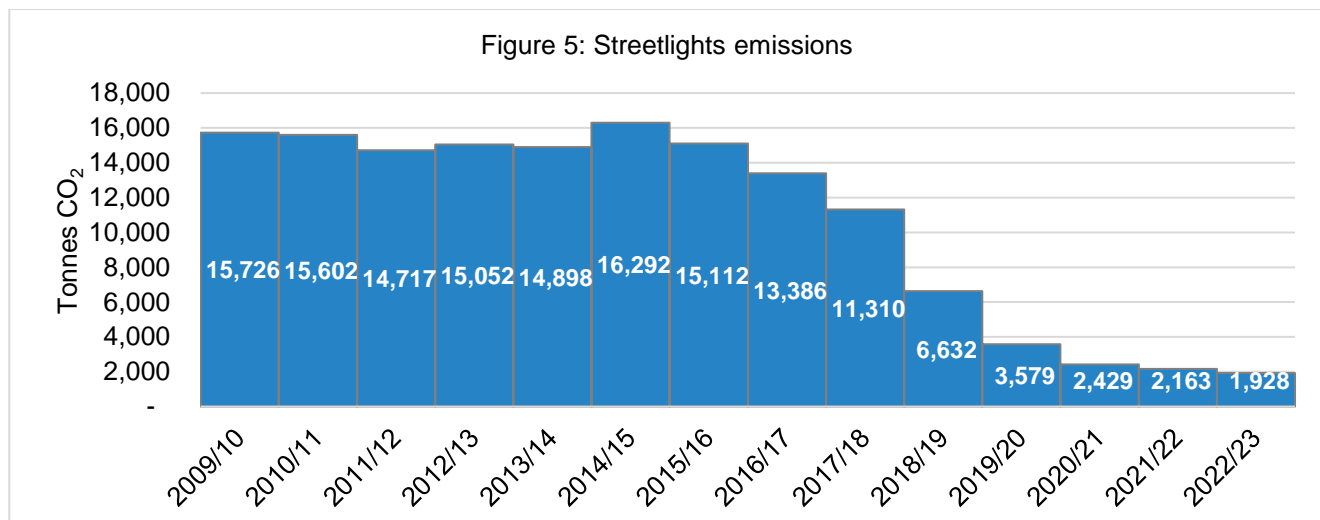


Figure 6 shows emissions from the Council's waste fleet, which were gradually increasing from 2015/16, when Biffa began delivering the Council's household refuse collection and street cleansing services (marked with an *asterisk in Figures 6 and 7). As part of this change, 28 road sweepers and 40 refuse collection vehicles were transferred from the Council to Biffa and the emissions from this equipment transferred from operational fleet to waste collection. The changeover can be seen in both Figures 6 and 7.

Emissions from the waste collection fleet (Figure 6) started to reduce from 2021 as the Council replaced 50% of its diesel waste fleet with electric vehicles. In 2022-23, emissions from the waste fleet fell by 14% (-373 tCO₂) when compared to 2021-22.

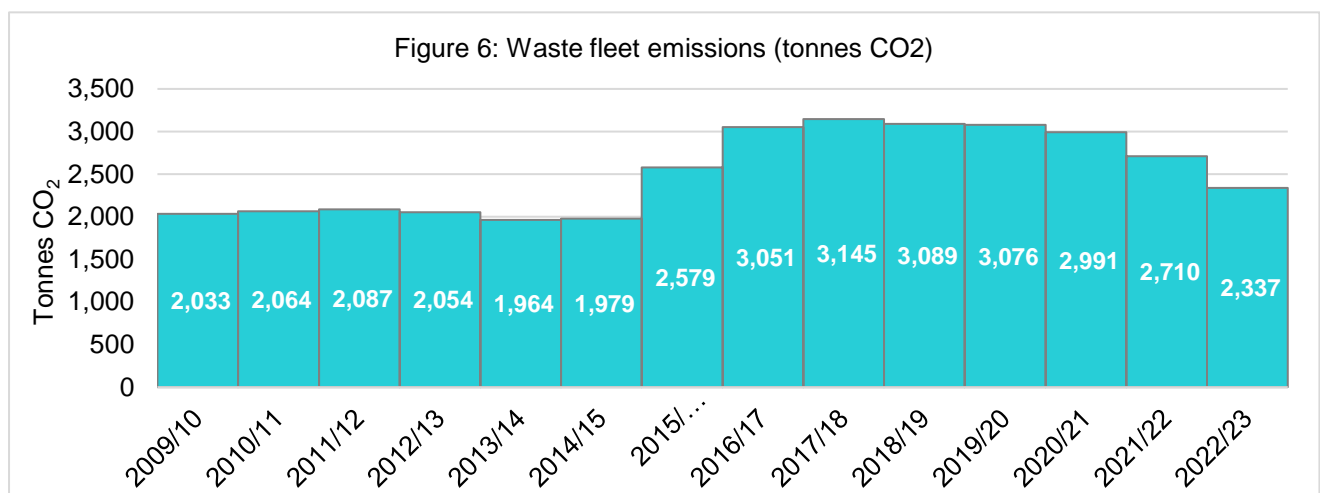


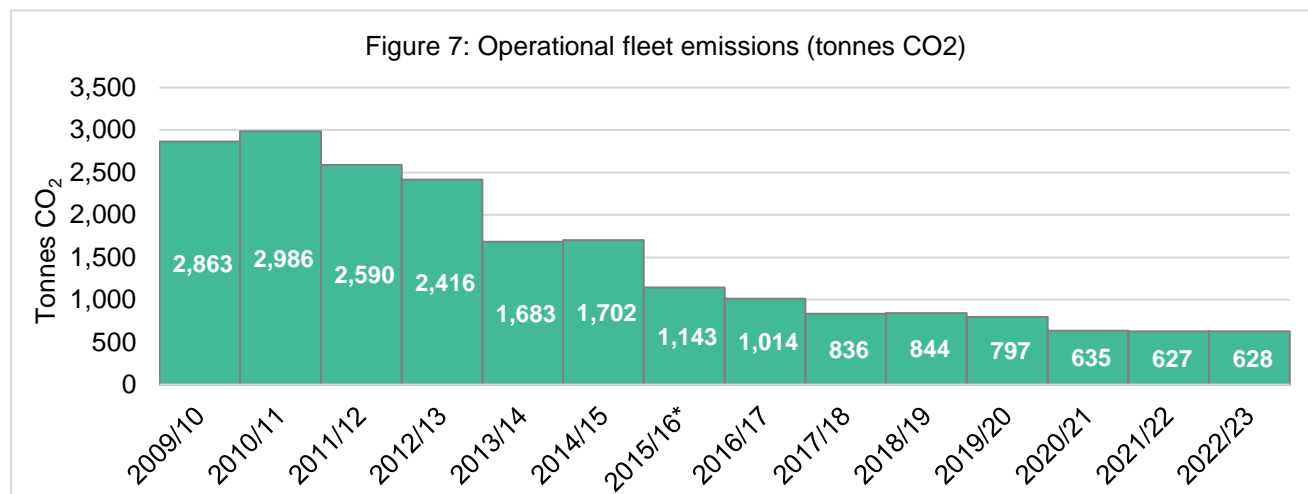
Figure 7 shows emissions from the Council's operational fleet have reduced by 78% since 2009-10 and 45% since 2015/16². However, minimal change has been seen in the level of emissions from the Council's operational fleet since the start of the CCAP 2020-25. Whilst 41 vehicles within the Council's operational fleet are electric and 12 eCargo bikes are also being used; usage levels of operational fleet fluctuate.

² When the contract changes and the appointment of Biffa took place, whereby some of the Council's operational fleet moved over to Biffa and the associated emissions being reported as waste fleet (Figure 6)

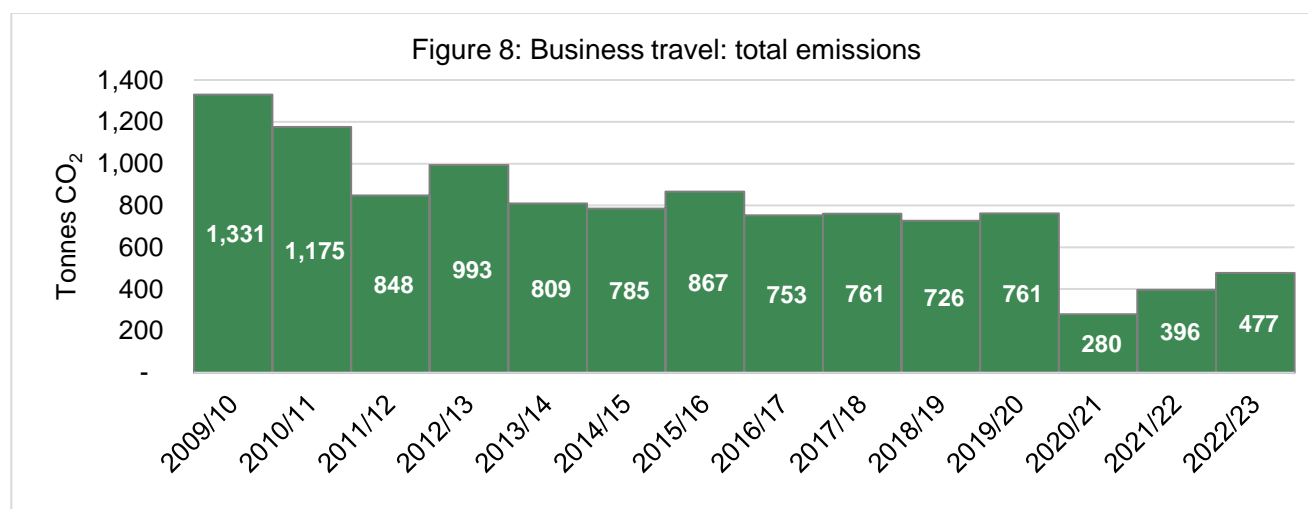
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There has also been a small increase in emissions in 2022/23 compared with the previous year of 0.2%. This is due to a change to the way that carbon emissions from diesel are calculated (set by Government) and not from an increase in fossil fuel use by our operational fleet.³



As can be seen in Figure 8, business travel has reduced significantly since 2009-10 (-64%) and pre-pandemic travel in 2019-20 (-37%) when compared with travel in 2022-23. Since the pandemic, business travel has started to increase slightly each year (20% increase in 2022-23 when compared with 2021-22) but this is expected as more face-to-face meetings are being held and the Council re-engages in international events.



Due to the nature of the way we now work, as a result of the pandemic and the increase in online meetings we continue to see reduced emissions from staff travel. In 2022-23 MCC created a new Sustainable Travel Officer post. This officer is working across Council services to embed the Council's Sustainable Business Travel policy with the aim of reducing business travel where possible and moving to more sustainable modes of transport.

³ This calculation is known as a conversion factor (for converting energy use or fossil fuel use into carbon emissions) and the conversion dataset for calculating carbon emissions is provided by the Department for Energy Strategy and Net Zero.

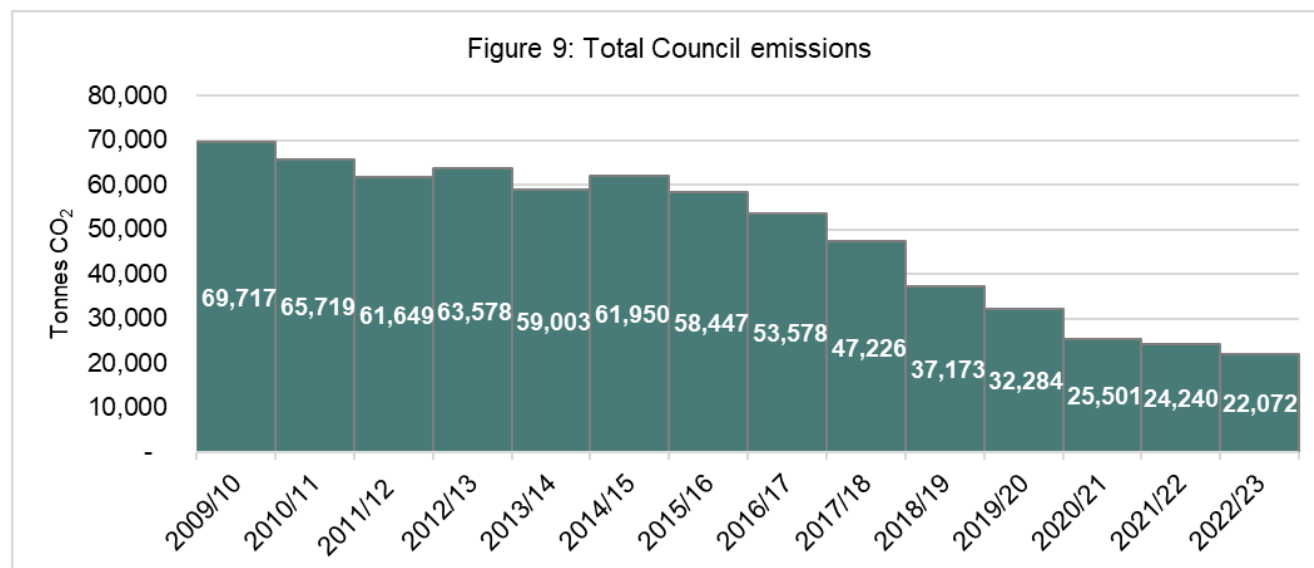
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MCC Total CO₂ Emissions

Figure 9 shows the Council's total emissions and reflects the overall downward trends seen in Figures 4 - 8).

CO₂ emissions in 2022-23 were 8.9% lower (-2168 tCO₂) than the previous year (2021-22) and 41% lower than the baseline in 2018-19.












Key Achievements

	<p>The Council's refreshed Climate Change Action Plan 2020-25 was approved by the Council's Executive Committee on 14 September 2022. The refreshed action plan expands on the original actions, considers wider co-benefits, and reinforces the Council's leadership role to support the city to decarbonise.</p>
	<p>13 additional MCC-funded Zero Carbon focussed posts created to support delivery of the CCAP 2020-25. Regular updates on the work delivered by this additional resource were provided to Environment and Climate Change Scrutiny Committee throughout 2022-23.</p>
	<p>The Council's CCAP 2020-25 won the Sustainability and Social Value Award at the Public Finance Awards 2022.</p>
	<p>A new Housing Strategy for Manchester launched in June 2022, setting out the ambitious low carbon retrofit plans for existing and new homes across the city.</p>

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	Installation of energy efficiency, heat decarbonisation and energy generation measures completed across 18 buildings, funded by £21.3m from the UK Government's Public Sector Decarbonisation Scheme. These measures are expected to save 2,212 tCO ₂ per year.
	Manchester's Active Travel Strategy and Investment Plan was endorsed by Executive Committee in February 2023. Key objectives for the five-year plan include making walking the natural choice for short journeys and doubling cycling journeys from 6% to 12%.
	An Electric Vehicle (EV) Charging Infrastructure Strategy for Manchester was approved by the Council's Executive Committee in December 2022. It sets out the Council's role in providing more EV charging points across the city.
	As part of the 10% environmental weighting within new contracts, carbon considerations and a requirement to track emissions data has been included within the Home to School Transport tender.
	Manchester Cathedral Gardens Ice Rink connected to mains power for the first time from the National Football Museum (on a green tariff), reducing its usage of diesel generators to deliver carbon savings. By bringing together stakeholders from across the Council and partner organisation, the Council's Sustainability Project Manager was able to progress this project.
	An 'oasis in the city', Mayfield Park opened on 22 September 2022, with a ribbon cutting ceremony lead by Councillor Bev Craig, the Leader of Manchester City Council. Mayfield is the first park built in the city centre for over 100 years.
	An 89-hectare former tip in South Manchester, 'Kenworthy Woods', was declared a local nature reserve, helping to protect the wildlife habitat and opening up funding opportunities for long-term maintenance.
	Manchester Climate Change Agency secured £2.5m of National Lottery Funding to deliver #InOurNature for a further 3 years. The funding will provide four additional posts at the Agency to support wider community engagement and delivery of the programme across the city.
	Green School Networks across North, Central and South Manchester were established in early 2023. The networks will share best practice, explore opportunities for education settings and work collaboratively on issues related to climate change.

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Risks and Issues

This section highlights the strategic challenges associated with delivering the CCAP that were identified during 2022-23 and highlights the mitigating measures that have been put in place.

- Rising inflation and increasing costs of materials for infrastructure and retrofit schemes put pressure on being able to deliver projects within allocated budgets. Project costs were monitored closely, and additional funding sought where required, action owners took measures to manage this risk in order to continue delivering the projects.
- UK Government tightened budgets for public transport services, such as funding for the Greater Manchester Bus Service Improvement Plan being 50% less than requested, risking plans for easier access to public transport and associated benefits for decarbonisation targets. A small number of projects were deprioritised until further funding is secured (Action 2.5).
- Lack of availability and the speed at which green skills, particularly retrofit skills are required to deliver UK Government funded programmes and the capacity of supply chains to keep up with demand for green technology. Action owner is working with the education sector to provide and promote green skills courses to expand and upskill the workforce (Action 5.12).
- Competing national demands on housing funds, such as complying with the Decent Homes Standard, fire safety regulations and damp prevention, affected the delivery of housing retrofit across the Council's housing stock. However, additional resource was created in 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).
- The financial landscape for upcoming 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).
- The increase in extreme weather events presents a risk to Manchester remaining a resilient and liveable city. The Council, along with partners are working collaboratively and taking action to adapt as well as mitigate the risks of climate change.

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Under the Spotlight: Within the Council

This section is focused on the activity to reduce the Council's direct emissions and wider impact on the environment, which has taken place between April 2022 and March 2023. This section includes progress against milestones and areas of focus that are outlined in the [Climate Change Action Plan Work Programme for year 2022/23](#).

Workstream 1 – Buildings and Energy

Estates Carbon Reduction Programme

The Council's estate consists of 316 operational buildings and the Zero Carbon Estates Programme was designed to reduce emissions across this estate.

Energy audits were undertaken initially to prioritise work on the buildings with the highest level of CO₂ emissions.

Having invested over **£30 million** into the Council's Zero Carbon Estates Programme on a variety of energy efficiency, heat decarbonisation and energy generation measures, CO₂ emissions from the operational estate have reduced by almost 35% since the baseline year 2018-19. To support the delivery of the programme, grant funding has been secured from European Regional Development Fund (ERDF) and UK Government's Public Sector Decarbonisation Scheme.

Six buildings have been the focus for energy savings measures this year, utilising £2.9m PSDS funding and estimating a reduction of 470 tCO₂ per year:

- Arbeth (Manchester Creative Digital Assets),
- Harpurhey District Office,
- Denmark Road Active Lifestyle Centre,
- Didsbury Library,
- Hall Lane Resource Centre,
- The Place at Platt Lane.

During 2022-23, the **National Cycling Centre (NCC)**, has also undergone works to install **solar carports**, which will complete in June 2023, saving a further 40 tCO₂.

More information on the Council's Zero Carbon Estates Programme can be found in a report to [Resources and Governance Scrutiny Committee on 10 January 2023](#).

Large-Scale Renewable Energy Generation

The Council continued to progress the proposed project for Large Scale Renewable Energy Generation during 2022-23.

Global energy markets, higher energy prices and the UK's new [Energy Security Strategy](#) (March 2022) had a negative impact on the availability and the cost of assets such as solar farms, which has impacted the Council's ability to purchase a solar PV facility.

Decarbonisation measures installed:

- LED lighting & controls upgrade
- Combined Heat and Power Engine
- New swimming pool covers
- Solar photovoltaic (PV) panels
- Solar PV battery storage
- Ground and Air Source Heat Pumps
- New Building Management Systems
- Fabric improvements



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Late 2022, the Council identified a potentially suitable large scale solar PV facility available for purchase and submitted an initial non-binding offer to the developer. A report on the potential purchase was made to [Executive in January 2023](#). However, during the Council's detailed assessment of the proposition, the Council took the decision to withdraw from this potential purchase as the site did not pass our due diligence thresholds for viability and therefore did not offer a sound investment opportunity for the Council.

The Council is now working with advisors to secure a Power Purchase Agreement (PPA) to meet the emissions reduction target by 2025. Further details are included in the [June 2023 report to Executive](#).

Housing retrofit programme for Council housing stock

Additional capacity was added to the Housing and Residential Growth team during 2022-23 to support the delivery of a housing retrofit programme across all tenures including the Council's housing stock. The work programme for these posts includes the development of a housing retrofit plan that meets the Council's zero carbon ambitions, producing and delivering a resident engagement plan and identifying funding opportunities to support delivery of the housing retrofit programme.

Private Finance Initiative (PFI) contractors who manage part of the Council's housing stock have been working with the Council to agree a sustainability strategy, which will be rolled out and complete mid-2023.

A report detailing a roadmap for retrofitting all homes across Manchester was presented to [Environment and Climate Change Scrutiny Committee](#) in September 2022. Noted within the report is that funding for both social housing and private housing retrofit remains the biggest risk to delivering the retrofit plan.

During 2022-23, the ERDF and Homes as Energy Systems (HAES) project was delivered, completing in June 2023. Retrofit schemes covered multiple property types involving the installation of both Air & Ground Source Heat Pumps, Solar PV and battery systems. A total of 629 properties received interventions with an estimated carbon saving of 1,879 tCO₂.

In March 2023, the Council was successful in securing £11.6m from the UK Government's Social Housing Decarbonisation Fund (SHDF), providing retrofit works across 1,603 Council properties over the next 2 years and £10.4m from the Home Upgrade Grant (HUG2) programme, to deliver retrofit to c500 properties in the private sector.

Workstream 2 – Travel and Transport

Sustainable materials in Highways

In September 2022, the Council appointed a Highways Environmental Sustainability Lead to oversee the implementation of sustainable practices within Highways. This new role has been the driver behind the team adopting the National Highways Carbon Tool to gain a better understanding of the emissions produced from highways maintenance and development works. The tool will be incorporated into the new Major Construction Works Framework and trialled on the A34 Corridor project.

A Sustainable Drainage Systems (SuDS) Guide has also been developed by the Highways team, which takes the learnings from Grow Green - a European funded Nature Based Solutions (NBS) project, which explored innovative solutions to adapt to climate change. These learnings incorporate NBS measures, such as Sustainable Drainage Systems (SuDS) into new and existing projects across the city.

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Electrification of the operational and waste fleet

In May 2022, the remaining two electric Refuse Collection Vehicles (eRCVs) were added to the waste collection fleet, taking the total eRCV count to 27 (50% of the waste fleet), with a carbon reduction target of 400 tCO₂ per year. Emissions from the waste fleet continue to be monitored.

The Council's operational fleet continues to be electrified, with electric vehicles (EV's) increasing from 37 to 41 (+11%) in the fleet. Further EV's will be added to MCC's operational fleet as vehicle leases need to be renewed.

eCargo bikes deployment

In 2022, 26 eCargo bikes and 6 eCargo trailers were purchased as part of an e-Cargo bike project funded by Energy Savings Trust.

Twelve bikes and three trailers have been successfully integrated into the Council's operational fleet, which are being used across parks, cemeteries and leisure centres across Manchester, helping to reduce the use of diesel vans and grey fleet. One bike is even being used by our Climate Change Neighbourhood Officers to transport event resources around the city.



"Using the bike is not only important for our own Net Zero ambitions but also to show other organisations that it can be done. It's also a breeze to ride!"

Climate Change Neighbourhood Officer

Over **300 miles**
travelled on Council
eCargo fleet during
April 2022 - March
2023, equivalent
saving of **70 kg**
CO₂

The remaining eCargo bikes and trailers from the project are being used by Manchester Metropolitan University, the University of Manchester and three social enterprise organisations; a 'bike library' for short-term lease is also available to the public. Mileage data from the Council's eCargo fleet is being monitored to assess usage levels and emissions savings - this information can also help to build a business case for the purchase of additional eCargo bikes in the future.

Staff Travel Policy

A new Council Sustainable Travel Project Officer role was created in 2022-23 to lead on embedding the [Staff Travel Policy](#) (approved in December 2021) across the Council alongside the promotion of staff travel incentives.

An example of this is the trial of public transport travel passes purchased by Coroners & Registrars team, supporting officers to travel by public transport as an alternative to taxi. The results of the trial will be reviewed to consider the potential rollout across other services during 2023-24. Early feedback shows a steady increase in the usage of the public transport tickets as more of the team are

"The tickets have had a positive impact, reducing the use of taxis each month since they were introduced."

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finding it easier and **“less hassle”** than waiting for a taxi. **“Once the staff have tried it, they seem keen to continue to use it!”**

Incentives to support staff to commute sustainably

Two new incentives have been introduced this year, which can benefit Council staff when considering their travel choices, these are:

1. A registered car users can now also register as a cycle user to claim a cycle allowance for the days they use a bike for in-work travel. Previous Council staff could only be registered as a car or cycle user, not both!
2. An Ultra-Low Emissions Vehicle scheme has been introduced for staff who are looking to purchase a more efficient vehicle.

Take up of all staff travel incentives are being monitored to gauge the success.

[Love to Ride - Cycle September](#) campaign was promoted internally to staff with the aim to encourage more travel by bike, unfortunately the publicity had to be withdrawn prematurely due to the Queen's passing and a hold on business communications. However, 54 Council officers signed up to the campaign and cycled over 7,400 miles, of which 2,241 were commuting miles. By the end of the campaign the Council ranked 3rd in the regional table and 25th nationwide, saving over 600 kgCO₂ in the process.

Regular internal communications have been shared across the Council throughout the year to highlight climate support initiatives and the cost-savings benefit, including:

- Cycle to Work Scheme – making buying a new bike, accessories, and clothing more affordable with a tax-free loan
- Public Transport discount tickets - discounted flexible, weekly, monthly, and annual public transport tickets
- Annual Travel Tickets interest-free loans – allowing staff to purchase annual travel tickets making them more affordable, accessible and spreading the cost.



Workstream 3 – Sustainable Consumption

Establish a monitoring framework for the 10% environmental weighting

Following the Council's Executive Committee approving an additional 10% environmental weighting, taking the total social value weighting to 30% as standard across all procurement contracts, dedicated training for commissioners got underway. The aim of the training is to equip commissioners with the knowledge they require to consider sustainability and climate change as part of tender specifications and provide guidance on how to score potential supplier responses to the environmental tender questions.

The new Social Value Portal will be used to record supplier's social value and environmental commitments so that these can be monitored by the contract managers. To aid the monitoring process, work to gather emissions data from goods and services purchased by the Council (known as Scope 3 emissions) is underway but proving challenging, however this data is crucial to establish a baseline for our supply chain (Scope 3) emissions, which can then be used as a measure to

Home to School Transport

Carbon considerations have been included in the new Home to School Transport contract, these include:

- Requirements for key data on mileage and type of vehicle to allow for monitoring of CO₂ emissions.
- Exploring a more efficient approach to route planning to further reduce carbon emissions.

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influence carbon reduction across our supply chain. Work is ongoing to understand how this data can be captured, technical experts have been engaged to support.

Reduction of Single Use Plastics within the Council

A new role, Sustainability Project Manager has been created within the Council to deliver the Council's commitment to be avoidable Single Use Plastic (SUP) Free by 2024. There has been extensive engagement with teams across the Council, to understand the scale of avoidable SUP's used and to identify opportunities for reduction. The outcome of this engagement informed the development of a draft SUP action plan. An Officer Working Group has been established to oversee the development and implementation of the action plan, and the development of a council-wide SUP policy. Analysis of the Council's SUP purchases remain an area of challenge but work on this is ongoing with Procurement, Finance and Performance, Research and Intelligence teams.

A detailed report was presented to [the Environment and Climate Change Scrutiny Committee in December 2022](#), outlining the progress and next steps, with a follow up report due in October 2023.

Implementation of Sustainable Events

Engagement has taken place with Council officers who deliver and support events to promote sustainable practices at Council-owned events, Council-funded events, and external events hosted on Council land. [The Sustainable Events Guides](#) provide the focus for this with additional supporting communications that has been produced.

Reusable Cup Scheme Pilot

- 3 events included
- 0.5 tonnes of waste prevented
- 24,000 single use plastic cups saved
- 1.4 tonnes of CO₂ saved

Training on smart power, waste, and carbon footprinting was delivered across 5 community events funded by the Council. We have worked closely with key event organisers during the year to

contribute to sustainability improvements, such as the Para Swimming World Championship, to provide guidance on sustainable measures including a Sustainability Action Plan, Sustainable Procurement Code and carbon footprinting at the event, which took place in Summer 2023.

A Greener Future were commissioned to carry out an independent assessment of three community events and the Manchester Christmas Markets to demonstrate green credentials. This highlighted good practice, including SUP reductions and recommendations, such as more sustainable power options and improved waste management to prioritise recycling. These findings will inform planning for future events.

Further positive action was seen with the Cathedral Gardens Ice Rink, which significantly reduced diesel generator use by accessing mains power from the National Football Museum saving 50,000 litres of diesel, the equivalent of 90 tCO₂.

Following this success, a scoping exercise of potential mains power improvements for outdoor events in licensed spaces was completed, gathering data from 30 event organisers. The findings will inform a recommendation for improvements to grid power infrastructure along with estimated costs, and potential carbon savings.



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Workstream 4 – Adaptation and Sequestration**Green and Blue Infrastructure**

Following the refresh of the [Green and Blue Infrastructure \(G&BI\) Strategy](#) in 2021, work has continued throughout 2022-23 to improve climate resilience across the city, delivering against four key objectives:

- Improving the quality and function of Green and Blue Infrastructure to maximise the benefits it delivers,
- Using appropriate Green and Blue Infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth,
- Improving connectivity and accessibility to Green and Blue Infrastructure within the city and beyond,
- Improving and promoting a wider understanding and awareness of the benefits that Green and Blue Infrastructure provides to residents, the economy and the local environment.



The Green and Blue Infrastructure Strategy contributes to the delivery of the CCAP 2020-25, specifically in relation to climate resilience and adaptation, as well as informing the evidence and strategic context for the city's local development frameworks, including the refresh of the Local Plan.

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Tree planting across Manchester

Key Performance Indicators:

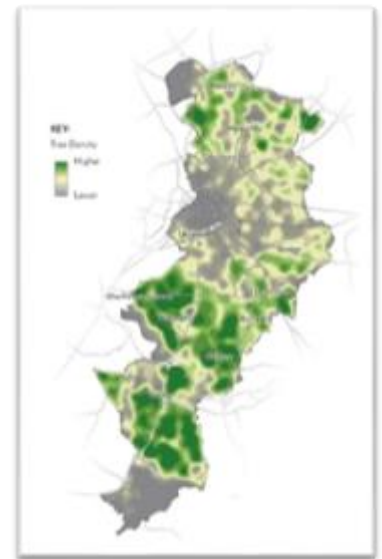
In the planting season 2022/23 the following trees were planted:

- **7861 Trees**
- **1.5 km Hedgerow**
- **5 Community Orchids**

Of these, 165 trees were planted as part of the commemorative national Queen's Green Canopy project.

Planting programmes delivered during the 2022-23 planting season, have been done in accordance with the [Tree Action Plan](#), which was refreshed this year. As part of the refresh, the City's treescape was mapped to look at current tree coverage at a ward level to identify priority areas for future planting.

Tree planting across Manchester has been supported with funding from the Department for Food and Rural Affairs (DEFRA) Urban Tree



Challenge fund, £130,000 was secured via a City of Trees bid. More than 300 new trees were planted across Manchester and will be maintained using this funding.

City of Trees also delivered a workshop to Council officers on the Woodland Creation Accelerator Programme, where information about the Woodland Creation Accelerator Fund and the support it offers was provided, as well as creating an opportunity for interdepartmental discussions around potential planting opportunities using maps.

Workstream 5 – Catalysing Change

Carbon Literacy Training

Additional capacity was created within the Council to support delivery of the Carbon Literacy Training (CLT) programme and to embed a zero carbon culture within the workforce.

Having achieved Carbon Literate Silver Accreditation in 2021, the focus has been on engaging more staff to undertake CLT to enable the achievement of Gold Accreditation in 2025. In order to achieve this, CLT is now mandatory for all staff and included as part of the Council's new starter induction programme, proactive engagement is being carried out and to increase the training offer, six train the trainer volunteers have been recruited. The training booking system has also been improved making it more accessible.

Complimentary training has also been provided to Commissioning Managers across the Council to support the embedding of zero carbon consideration across our procured contracts. Other bespoke training is being considered to support other Council services, such as Highways and Estates teams.

Opportunities to deliver CLT outside of the organisation have also been explored, with Manchester Adult Education Services rolling out CLT to learners via its certified tutors and working with materials produced by the Greater Manchester Combined Authority to produce an online training package for school staff.

Key Performance Indicators:

- Average **150** officers attending training sessions every month
- **26%** of the workforce (1928 officers) certified Carbon Literate including:
 - **93** elected members
 - **136** Senior Leadership Group officers

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Decision Making

Following the inclusion of a zero carbon priority within the Our Manchester Strategy, other ways of ensuring zero carbon is being embedded across the Council is by using annual Service Plans, every year services within the council are expected to set out how they will embed Zero Carbon into Service delivery. This approach provides a thread from the strategy to each member of the workforce in relation to how everyone will contribute to achieving zero carbon status.

Finance and Investment

During 2022-23, the Council established a Zero Carbon Finance and Investment Group to explore the scale of investment needed to deliver the Council's zero carbon agenda and to look at funding models and opportunities to support delivery. The group developed a project pipeline in line with the Council's zero carbon ambitions, which contributed to a successful bid to Government's Innovate UK. The Council secured £75,000 to deliver a three-month feasibility study for a Net Zero Neighbourhood, outcomes from the feasibility will feed into a second bid later in 2023.



The Council also invested £800,000 into adding capacity to support delivery of the CCAP 2020-25, thirteen posts were created to focus on actions across procurement, energy infrastructure, housing, sustainable business travel, carbon literacy, communications, sustainable events and reducing SUP's.

A update on additional zero carbon investment for 2022-23 was included in [a budget report to Environment & Climate Change Scrutiny Committee in November 2022](#).

Climate action commitments have also been embedded within the Cultural Partnership grants programme emphasising the expectation for organisations to express their commitment to addressing climate change in line with Manchester targets. A report on the Zero Carbon Culture Guide and climate change action in the culture sector was presented to [Environment and Climate Change Scrutiny Committee in March 2023](#).

The Voluntary, Community and Social Enterprise grants programme have also followed a similar approach.

Seeing is Believing: Across the City

This section provides an overview of the activity between April 2022 and March 2023 focusing on the city-wide actions to enable and influence positive change across the city. This section illustrates progress made against milestones and priority actions outlined in the [Climate Change Action Plan Work Programme for 2022/23](#).

Workstream 1 – Buildings and Energy

Supporting city-wide housing retrofit

The Council has been working closely with Manchester Housing Providers Partnership's Zero Carbon working-group to develop an emissions monitoring framework for Registered Providers housing stock. Emissions data collated from Registered Providers operating in Manchester has been used to establish a baseline for future monitoring.



Housing efficiency data is also being refined to produce a list of fuel poor private properties who may be eligible for UK Government's Home Upgrade Grant (HUG2). A successful bid for £10m from the HUG2 funding will support improvements to approximately 500 privately-owned homes. Homeowners and private landlords not eligible for HUG2 continue to be signposted to Greater Manchester Combined

Authority's housing retrofit accelerator scheme 'Your Home Better' for advice on how to retrofit their homes. Further details can be found at www.yourhomebetter.co.uk

A report to the Council's [Environment & Climate Change Scrutiny on 09 March 2023](#) outlined the housing retrofit targets within the Council's Housing Strategy and a commitment to develop a Housing Retrofit Plan.

Local Area Energy Plan (LAEP)

A Local Area Energy Plan for Manchester was developed as part of the Greater Manchester Local Energy Market project in 2020. Relevant officers from across the Council have been engaged on the content of the LAEP and dedicated capacity has been created to coordinate the delivery of activity that supports the LAEP. Officers are exploring how the LAEP will compliment development and infrastructure strategies, and planning policies, examples include the new Manchester [Electric Vehicle Charging Infrastructure Strategy](#) and the Manchester [Housing Strategy](#).



Workstream 2 – Travel and Transport

City Centre Transport Strategy

In Spring 2022, £1.07bn of UK funding for Greater Manchester was confirmed. Funding secured from the City Region Sustainable Transport Settlement (CRSTS) for 2022-2027 will support a number of key schemes in [the City Centre Transport Strategy](#), which will continue to be delivered:

- **Deansgate, Bus Corridors and Victoria North Streets for All** - designs and outline business cases developed, work continuing to late 2023.

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- **Oldham Road, Rochdale Road, Ashton New Road, Stockport Road and Wilmslow Road** - £3.28m funding secured to develop outline business cases for each site.
- **Ancoats Mobility Hub** - £25m secured from Homes England. The Hub will feature low carbon measures such as green walls and solar PV panels.

Work on the refresh of the Manchester Local Implementation Plan has commenced which will set out Manchester's priorities for delivering the Greater Manchester Transport Strategy 2040. The refreshed Implementation Plan will also align to the priorities of the City Centre Transport Strategy and a 'vision' of what the city will look like in 5 years, 10 years and beyond.

Electric Vehicle (EV) Charging Infrastructure

Funding secured for the Greater Manchester City Region Sustainable Transport Settlement for 2022-2027 will support delivery of the electric vehicle charging infrastructure in Manchester.

In December 2022, the Electric Vehicle Charging Infrastructure Strategy was shared with the Council's [Environment & Climate Change Scrutiny Committee](#) and Executive Committee. Following the strategy's approval, a soft marketing exercise was planned to take place during Spring 2023 to assess market interest and feasibility in the proposal for a supplier to fully fund the installation, operation, and maintenance of public EV charge-points on Council owned assets.

Walking and cycling infrastructure across the city

Regional funding from the Active Travel Fund (ATF) and the Mayor's Challenge Fund is supporting work across several Bee Network schemes including Levenshulme and Burnage, Fallowfield Loop/Manchester Cycleway, Victoria Northern Eastern Gateway, Chorlton Cycleway, Northern Quarter and Stevenson Square, and Deansgate.

Work continues to change temporary cycle filter measures previously installed to permanent measures across the city.

A further £3.95m funding was secured from ATF this year, to fund development plans for Alan Turing Way and Fountain Street/High Street active travel schemes. Alan Turing Way CYCLOPS concept designs are complete and a feasibility study is underway for the Fountain Street/High Street scheme.

During 2022-23, a [Manchester Active Travel Strategy and Investment Plan](#) (MATSSIP) was developed and endorsed by [Executive Committee in February 2023](#).

MATSIP key objectives:

- Making walking the natural choice for short journeys
- Doubling cycling's share of journeys from 6% to 12%; a School Street in each ward
- Installation of secure cycling parking; reduction in default speed limit in residential areas to 20mph
- Improve access to schools, parks and other key destinations; and remove inaccessible barriers.

Workstream 3 – Sustainable Consumption

Influencing a reduction in Single Use Plastics across the city

As part of the Council's commitment to be avoidable Single Use Plastic (SUP) Free by 2024, external stakeholders have been engaged to support their SUP reductions, examples include:

Central Library Café (operated by Manchester Central Catering), worked closely with the Zero Carbon team to implement a series of SUP reduction measures, such as:

- Replacing plastic milk bottles with carton alternatives
- Replacing plastic drink bottles with cans and cartons
- Increasing promotion of 'Bring Your Own Cup' discount
- Using refillable sugar dispensers



The Council contributed to a '**Reusable Cups Guide**', aimed at community event organisers and created by the charity, **City to Sea** (who aim to reduce plastic waste nationally and lead the *Refill* campaign to promote reusables over disposables). The Council engaged further with City to Sea and its **Refill campaign**, laying the groundwork for further collaboration in 2023-24.

MCC Supplier Toolkit and collaboration with GMCA and city partners

As part of the additional resource dedicated to delivering the CCAP 2020-25, capacity was added to the Integrated Commissioning and Procurement team to support Commissioning Managers with the rollout of the 10% environmental weighting and also to support suppliers to respond to open tenders.

The Council's [Social Value Supplier Toolkit](#) was adapted for small to medium-sized businesses to ensure it is relevant and accessible. Learnings from the Sustainable Events Guide and Zero Carbon Culture Guide have also been taken on board to improve the Supplier Toolkit guidance.

The Council continues to engage with partners across the city and other Local Authorities such as Cornwall Council and Transport for Greater Manchester, to share knowledge and good practice on the inclusion of zero carbon in procurement.

Working with the Manchester Food Board

Manchester Food Board's (MFB) refreshed action plan aligns MFB's priorities with the updated Manchester Climate Change Framework and MCC's Climate Change Action Plan. Colleagues from FoodSync (MFB Secretariat) were invited to present Council officers, the strategic priorities of the MFB and discuss how the Council can support these. Other projects delivered by FoodSync were also highlighted to explore further opportunities for influencing sustainable practices across the city.

As a result, work is underway to develop a 'Manchester Sustainable Food Policy' which will address the priorities of the Manchester Food Board, as well as the food actions within the Manchester Climate Change Framework and the CCAP 2020-25. The policy is expected to be published in 2024.

Waste reductions across the MCC estate and the city

The Council continues to explore opportunities for reducing its carbon emissions from waste, however progress in this area has been slow due to lack of information from Central

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Government on the new National Waste Strategy. Officers continue to monitor Government announcements, which will inform plans for the local waste collection and disposal.

The Events team and Sustainability Project Manager have been working with officers from the Waste and Recycling team to explore options for improving waste collection at events, to improve recycling rates and data monitoring. Work is also underway to develop clearer bin signage in the Central Library café to encourage visitors to dispose of their waste correctly and understand opportunities and challenges for increased recycling across Council services.

Workstream 4 – Adaptation and Sequestration

Grow Green – Horizon 2020

In November 2022, the GrowGreen project hosted its final event in partner city Brest, France, which ended 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 higher temperatures 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 & Blue Infrastructure Strategy](#), with added focus on climate resilience.



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.

Reducing mowing to improve biodiversity



In an aim to improve biodiversity across the city, grass cutting on road verges has now been reduced to a four-week mowing schedule.

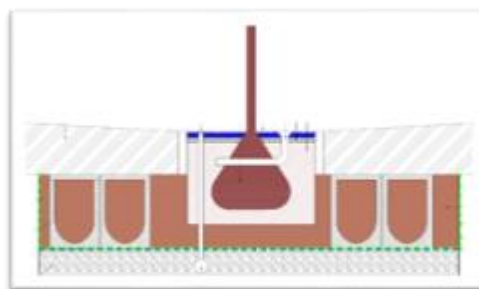
Cutting the grass less often in areas such as road verges gives wildflowers the chance to grow, flower and produce seeds. These wildflower areas can provide food and shelter for insects, birds, small mammals, reptiles, and amphibians. Additionally, reducing the use of our diesel mowers reduces air and noise pollution as well as a carbon reduction and cost saving.

Recreation areas such as parks are still being cut and maintained more regularly to ensure they are fit for purpose for everyday use.

Sustainable Urban Drainage Systems

The new post created in the Highways team to lead on environment and sustainability has been developing a Sustainable Drainage System (SuDS) Developer Design Guide.

The aim of the Design Guide is to encourage and standardise the approach of implementing SuDS on Major Highways Projects and into new private developments by outlining the requirements to install and maintain rain gardens and SuDS-enabled street trees (as diagram).



Workstream 5 – Catalysing Change

Resident engagement

Manchester City Council's Neighbourhood officers continued to engage with residents as part of our climate leadership role across the city. A variety of activities took place across neighbourhoods to proactively engage with residents to reduce their carbon footprints. Examples of this work are covered in more detail in the 'Communications and Engagement' section starting on page 26.

Officers also worked with elected members from the Environment and Climate Change Scrutiny Committee to improve existing Ward Climate Change Action Plans. A Member-led task and finish group convened to develop SMART (specific, measurable, assignable, realistic, and time-related) targets for the Ward Climate Change Action Plans, with a focus on the following themes:

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

These improved Ward Climate Change Action Plans will help identify carbon savings at a local level and allow the Council to support residents and communities to live more sustainably.

An update on this activity was presented to [MCC's Environment and Climate Change Scrutiny Committee in November 2022](#).

Manchester Climate Change Agency, supported by the Neighbourhoods team, secured £2.5m from the National Lottery Fund, to deliver the next phase of **#InOurNature** up to 2025. The funding provides additional resource for the Agency (4 new posts), to support wider community engagement and delivery of the programme across the city. This project will complement the work undertaken on the Ward Climate Change Action Plans.



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Zero Carbon Communications

Zero Carbon communications has increased during 2022-23 due to the addition of dedication capacity within the Communications team providing much needed support, sharing positive news from all five workstreams and building strong foundations for developing the Zero Carbon Communications Strategy.

Messages promoting key zero carbon projects and achievements have regularly featured across all communication channels. These messages aligned with wider activity across the Council and national action days, covering topics such as recycling Christmas trees and wrapping paper, reusing or donating unwanted goods, promoting sustainable diets and travel, sharing information on low carbon developments and events for residents relating to climate change.

Between August and September 2022, a resident facing behaviour change campaign went live, promoting sustainable behaviours and encouraging residents to take climate action. Messages were displayed on digital screens, billboards, and buses around the city. Lamp post banners were also placed in wards with low levels of climate change engagement. The campaign has continued throughout the year across social media platforms. Assessing behaviour change and carbon reduction as a direct result of the advertising campaign is not possible, however officers continue to monitor online statistics for the follow up campaign, which can be found in the 'Communications and Engagement' section starting on page 26.

The Communications team continues to work closely with the Neighbourhoods team and Executive Member for Transport and Environment to ensure messages across our communications platforms are engaging and relevant.

Working with the city partners

Manchester City Council continues to engage with partners across the city, sharing good practice and leading by example. In 2022, the Council collaborated with Manchester Metropolitan University, Manchester Climate Change Agency and the Met Office to develop [a heat map for the city](#). The map will allow for better understanding of heat related vulnerabilities across the city and will aid adaptation planning.

Manchester Climate Change Agency

Manchester City Council continues to provide ongoing financial support to the Manchester Climate Change Agency, which has unlocked other contributions from members of the Manchester Climate Change Partnership. This funding has enabled the creation of a second Deputy Director role at the Agency to support with the strategic delivery of the Manchester Climate Change Framework and other projects.

Manchester Climate Change Framework 2022 Update

On 14th September 2022 the update [Manchester Climate Change Framework](#) was endorsed by the Council's Executive Committee. The updated Framework outlines specific actions and targets to support the transition to zero carbon and a more climate resilient city. The updated Framework will serve as a tool for effective engagement with partners across Manchester and beyond. An exercise has been carried out to understand the Council's role (own actions, enabler, influencer, lobbying) against each action in the updated Framework, this has been assessed against the Council's refreshed CCAP 2020-25 and will also inform actions in the next CCAP.

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School engagement

Throughout 2022-23, significant progress has been made in engaging schools. Dedicated capacity within the Education team created to lead on engaging schools in Manchester's zero carbon ambitions. A range of activities have been delivered, including establishing a Green Schools Network and organising a Bee Green Education Summit to share good practice and work collaboratively on issues related to climate change.

Further details on the Bee Green Summit are detailed on [page 28](#).

Influencing Greater Manchester (GM) stakeholders to decarbonise

Manchester City Council continues to work closely with partners across the region on a variety of projects and initiatives, including the GM Housing Retrofit Accelerator and Green Spaces Fund. The Council has also been successful in securing various funds via GM bids, such as the Mayors Challenge Fund (cycling & walking infrastructure), the City Region Sustainable Transport Settlement, Public Sector Decarbonisation Scheme, and Social Housing Decarbonisation Scheme. The Council has also made good progress in delivering against the Greater Manchester Avoidable Single Use Plastics pledge and is sharing good practice with The Greater Manchester Combined Authority (GMCA) and the other GM Local Authorities.

Executive Members and Senior Officers continue to represent Manchester on a range of GM Boards, such as the Green City Region Partnership, the Wider Leadership Group and Directors of Place, as well as working closely with GMCA officers.

International networks and projects

In June 2022, the European URBACT funded Zero Carbon Cities project came to an end, hosting a final event at Central Library, which was broadcast online. The event provided an opportunity for all partner cities to come together to showcase their Zero Carbon Cities projects and the outcomes.

In November 2022, the EU Horizon 2020 funded GrowGreen project also came to an end. This project remains a flagship project for highlighting the benefits of accessible green spaces and SuDS. Learnings from this project continue to inform the design of future development projects.

The UK China Hydrogen Forum launched during 2022-23 at an event attended by the Chinese Embassy. This project aims to improve an understanding of the opportunities and challenges of using hydrogen, particularly in cities, and will focus on Manchester and Wuhan as pilot partners.

Green Skills

During this year, the new Manchester Work & Skills Strategy 2022-27 was adopted by the Council's [Executive Committee](#). A Green Skills Action Plan based on the five priorities in the "Liveable and Low Carbon" section of the [Work & Skills Strategy](#) has also been developed to sit alongside the Strategy.

To further promote green skills across the city, the Work & Skills team commissioned Groundwork to deliver 'Every Job A Green Job' programme, working with schools and career leads to raise awareness with young people of the job opportunities in the Green Sector. Developing the Green Skills Sector is critical to delivering several of the CCAP actions, housing retrofit is one of the actions reliant of green skills.



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A dedicated Manchester Adult Education Services (MAES) Officer has been appointed to lead on embedding sustainability across the service, including delivery of a new "**Sustainability and You!**" five-week course providing residents with an opportunity to engage with their local community, whilst learning practical ways to live more sustainably.

Engagement and Communications Highlights

This section highlights the engagement and communications activity which took place during 2022-23. Examples of how the Council aims to influence positive behaviour change both internally with staff and across the city to residents and other stakeholders are outlined below.

Engagement Highlights

Neighbourhood Leadership

Below are highlights of the variety of climate-related activities led by the Council's Neighbourhoods team for local communities to engage in during 2022-23. The range of activities encouraged climate action and sustainable behaviour change:

- In collaboration with the Education team – BEE GREEN posters were delivered to all education settings using modes of active travel as this coincided with World Car Free Day. This engagement aimed to raise the profile of the Zero Carbon 2038 target and encourage all settings to work with the Council on tackling climate change.
- 'Cost of Living' events were held in Levenshulme, Whalley Range, Withington and Didsbury, providing opportunities to discuss energy saving tips with residents, to save money whilst also tackling climate change.
- City of Trees engagement meetings to encourage residents to volunteer to improve local woodlands.
- Visited repair cafes to learn about how they work and could be replicated across the different neighbourhoods.
- Supported residents and Manchester Youth Zone to apply for GMCA's Green Spaces funding.
- Redesigned Ward level Climate Change Action Plans and delivered guidance workshops for Neighbourhood Officers to support climate action within the local communities
- Delivered a family event promoting cycling and active travel



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- Promoted Manchester's zero carbon ambition and climate change action through distribution of the sustainability produced merchandise, such as reusable water bottles or Z-Cards



Education Engagement



On 30th June 2022, a citywide climate focused engagement event – **BEE Green Education Summit 2022** - for educational settings was held to provide a platform for school leaders, business managers and governors to learn practical ideas, access resources for climate change action and share challenges they face. The BEE Green Education Summit covered subjects such as reducing energy consumption, promoting active travel, waste management and recycling, nature-based solutions and more.

A Hub with environmental resources was launched following the event to support schools to develop their own climate change action plans.

A two-day Student Assembly also took place alongside the Summit with the aim to encourage young people to work together, influence Government and work with their schools to tackle climate change.

The Summit was attended by over 120 Headteachers, Business Managers and Governors from more than 80 education settings as well as several Councillors and Council officers who support the education sector.

The aim of the Summit was to:

- Understand the climate crisis challenges and opportunities facing the education sector
- Provide practical ideas and resources to support change

Bee Green Student Assembly

A three-day event attended by 66 students from across Manchester ran alongside Bee Green Summit.

Students took part in a range of activities, from a podcast camp and workshops on campaigning to placard making and engaging with decision makers.

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- Provide access to expert advice and tools to enable climate action planning

In line with the ambition to lead by example, the venue – Connell Co-op College – was specifically selected for its high sustainability credentials and great links to public transport making it accessible for attendees. A fully vegetarian, locally sourced lunch was provided, and the organisers went to great lengths to ensure minimal rubbish was created by reusing materials from previous events, marketing the event virtually and ensuring all materials used on the day were sustainably sourced.



Feedback gathered from the Summit has informed the development of a Climate Change Strategic Action Plan.

The City Council's Education and Neighbourhoods teams continue to work together engaging with schools on a range of events to support the zero carbon agenda, highlight funding opportunities and exploring Carbon Literacy Training opportunities for staff. Green Schools Networks are being developed, the Central Network has been established, North and South are expected to follow in 2023-24.

The Green Bee Relay launched in January and is a challenge for schools to actively travel 3500 miles by Clean Air Day on 15 June 2023. The Communications team has supported with promotional material for this challenge and videos will be created to track the progress of participating schools.



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Communications Highlights

Manchester City Council has actively promoted its zero carbon ambition through campaigns, ongoing social media activity and regular press releases during this year.

A detailed update on this activity was presented to the Council's Environment and Climate Change Scrutiny Committee in February 2023.

Social Media

137
posts across
all social
media
channels

1689
likes

541,057
views

Topic highlights for 22/23:

Q1 (April – June)

- Sustainable travel
- Clean Air Day
- Green Space Fund

Q2 (July – September)

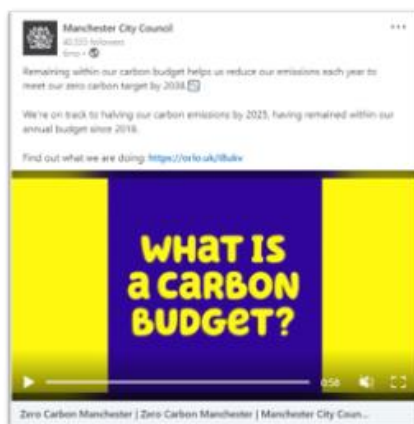
- Sustainable clothing
- Reduce car travel
- Habitat preservation

Q3 (October – December)

- Green Skills
- E-waste
- Eat less meat

Q4 (January – March)

- Veganuary
- Carbon footprints
- Green regeneration



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Internal Communications

Topics Covered in 22/23

Q1 (April – June)

- Plastic reduction
- Biodiversity
- Cycle to work scheme

Q2 (July – September)

- World Car Free Day
- #BeeActive campaign
- Carbon Literacy training

Q3 (October – December)

- Reducing printer waste
- Sustainable diets
- Green skills

Q4 (January – March)

- Veganuary
- Reducing Carbon Footprint
- Green Bee Relay

Zero-Carbon
A sustainability special

Our zero-carbon ambition

With limited space, we've covered a lot of ground in this special. It's a mix of news, views and inspiration. It's a mix of what we're doing, what we've achieved and what we're aiming for. It's a mix of what we're doing, what we've achieved and what we're aiming for.

New Ultra-Low Emissions Vehicle staff offer

We're working in partnership with [SATS Fleet Solutions](#) to encourage and enable you to take out a lease on an Ultra-Low Emissions Vehicle (ULEV). With our new ULEV scheme you can get a brand-new, competitively priced, electric or hybrid car. You can enjoy a monthly lease that's right out of your salary package. For a new vehicle, no deposit requirement or credit checks, maintenance included, fully comprehensive insurance included.

[Interested? Click to be alerted for availability when ready.](#)

Blog of the week

Green British Spring Clean 17 March – 2 April

Have you heard of the Great British Spring Clean? It's part of Keep Britain Tidy, a movement to reduce litter in our communities and to help take more action against climate change.

This is a great chance to use your [Manchester Sustainability Score](#) as an individual, team or business as you can join the Great Manchester Sustainability Score and show pride in our city. If you need any support, you can contact the [Keep Britain Tidy team](#), or register on [Keep Britain Tidy](#).

Zoe Heaton, part of the Keep Britain Tidy team, tells about how she encourages and takes part with her grandparents across Manchester to help keep our spaces clean and tidy.

"Think of it though, I enjoy seeing the green grass and more public footpaths looking clean and tidy, and knowing we have contributed to a safer place for the wildlife and people's pets."

[Read the full story over on the blog.](#)

We only got four minutes to save the world

Help the Manchester Climate Change Agency by [completing this short questionnaire](#) to help them understand how we can collectively take climate action. Help our city move towards a greener future and get on back on track to our goals.

[Complete the questionnaire](#)

6.5k
Members of staff reached per month on average

Carbon Literacy Action Day

Join fellow colleagues in this year's [Carbon Literacy Action Day](#) on 7 November 2023. A national initiative to raise awareness of climate change and encourage people to take action. It's a day when we all do our bit to reduce our carbon footprint. It's a day when we all do our bit to reduce our carbon footprint.

the forum
Your weekly all-staff news

Thanks to the staff of the Manchester Climate Change Agency, we've been able to share our news, updates and opportunities. It's a great way to stay up to date with what's going on in the agency.

[Read the full story over on the blog.](#)

Clean Air Day

This Thursday is Clean Air Day. It's a day to raise awareness of air pollution and encourage people to take action. It's a day when we all do our bit to reduce our carbon footprint. It's a day when we all do our bit to reduce our carbon footprint.

Saving energy in our buildings

As we move into the winter months, we're aware that energy costs are rising. We're aware that energy costs are rising. We're aware that energy costs are rising. We're aware that energy costs are rising.

8
staff blog posts and case studies focused on sustainable behaviours and sharing good practice

Behaviour Change Campaign

Key stats

- 60** PVC free, eco friendly lamp post banners across 10 target wards
- 16** Large outdoor media signs with potential views of **2.6 million** per fortnight
- 12 weeks Zero Carbon Campaign coverage across **116 digital screens** with potential views of **30 million**
- Large commercial banner site outside Town Hall benefiting from the continuous footfall traffic of St Peter's square
- Bus campaign with expected reach of **91% of residents** in Manchester

WE CAN
SAVE WATER
BE ACTIVE
EAT SMART

SAFE ROADS FOR ALL
Complete 1.5k miles on foot
ROAD SAFETY WEEK
14-20 November 2022



National Road Safety Week ran from 14 to 20 November (extended to 25 November across Manchester)



39
Theatre workshops delivered in schools

14
Bike maintenance events

43
PCNs issued to drivers across 20 schools

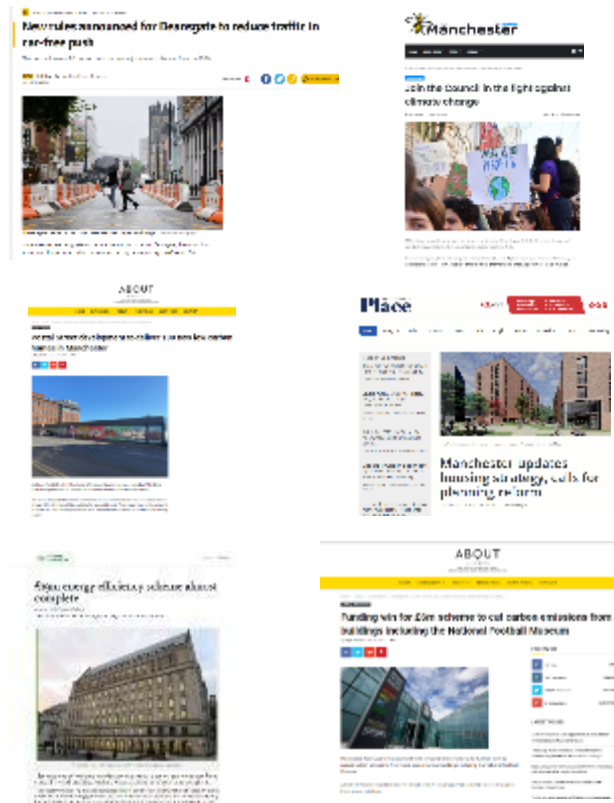
Manchester City Council - Climate Change Action Plan 2020-25

Annual Report 2022-23

Press Releases

Q1 (April-June 22)

- Public Sector Decarbonisation Scheme Round One
[Greener Greater Manchester Construction.co.uk](https://www.greenergreatermanchester.co.uk)
- Wythenshawe Climate Emergency Event
manchesternews.com (link expired)
- New Low Carbon Housing Developments in Northern Quarter
[Manchester Evening News About Manchester](https://www.manchestereveningnews.co.uk)
- Public Sector Decarbonisation Scheme Round three
[Manchester Evening News About Manchester](https://www.manchestereveningnews.co.uk)
[Place North West](https://www.placenorthwest.co.uk)
[Greener Greater Manchester.com](https://www.greenergreatermanchester.com)
[New Start magazine](https://www.newstartmagazine.co.uk)
- Reducing traffic in city centre
[Manchester Evening News](https://www.manchestereveningnews.co.uk)
- Decarbonising housing strategy
[Place North West](https://www.placenorthwest.co.uk)



Q2 (July-Sept 22)

- Ancoats regeneration
[Business Manchester](https://www.businessmanchester.co.uk)
[Greener Greater Manchester](https://www.greenergreatermanchester.co.uk)
[North West Property News](https://www.northwestpropertynews.co.uk)
[Place North West](https://www.placenorthwest.co.uk)
[NewStartMag](https://www.newstartmagazine.co.uk)
- Manchester Housing Strategy
[I Love Manchester](https://www.ilovemanchester.co.uk)
- Wythenshawe Low-Cost Homes
[Manchester Evening News](https://www.manchestereveningnews.co.uk)
- Wythenshawe Levelling Up
[Manchester Evening News](https://www.manchestereveningnews.co.uk)
[About Manchester](https://www.aboutmanchester.co.uk)
[The Manc](https://www.themanc.co.uk)
[Manchester World](https://www.manchesterworld.co.uk)
- Climate Change Framework Update
[Manchester Evening News](https://www.manchestereveningnews.co.uk)
- Cyclops in Whalley Range
[Manchester Evening News](https://www.manchestereveningnews.co.uk)

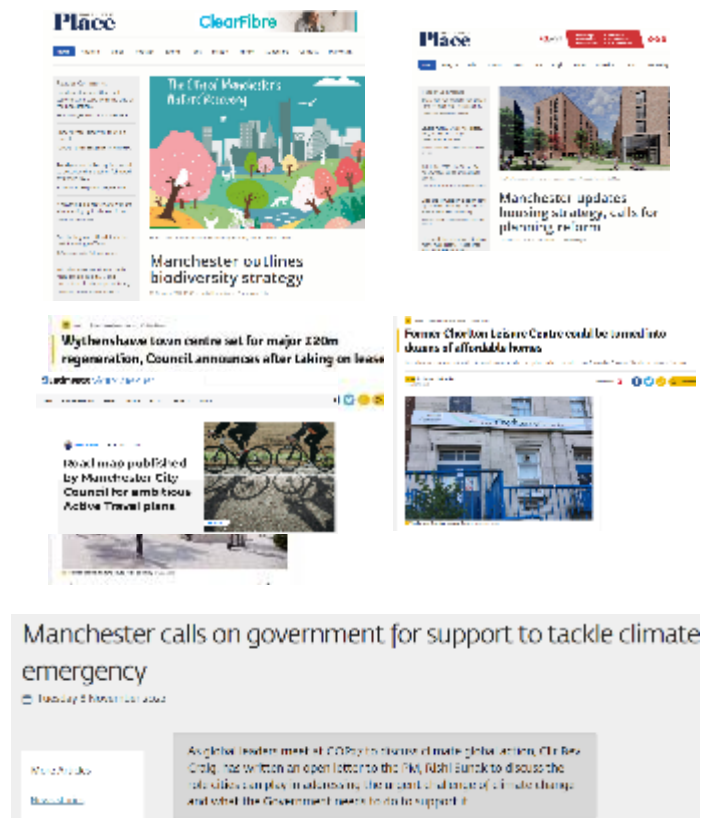


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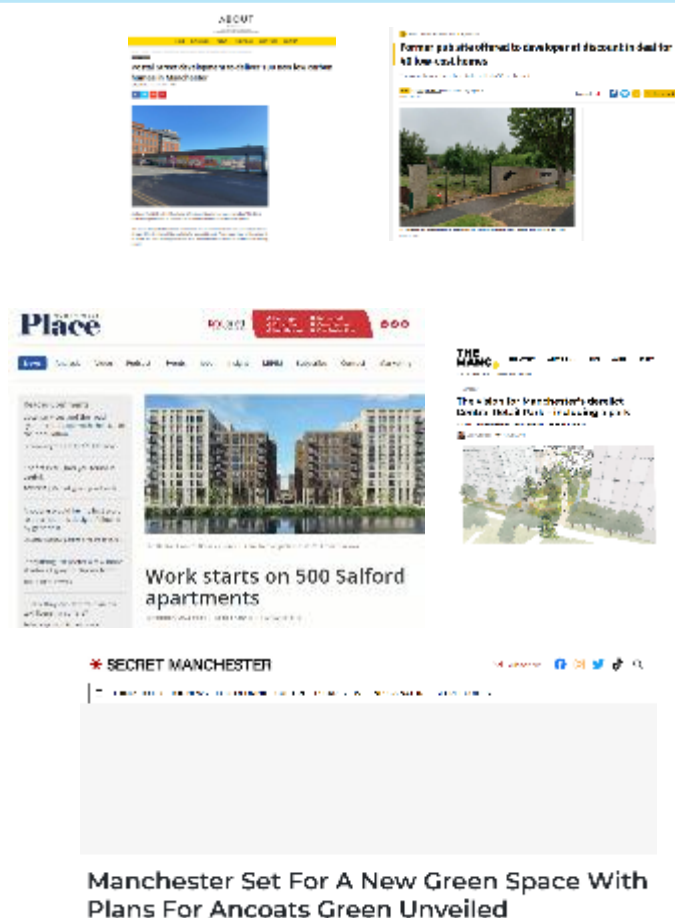
Q3 (Oct-Dec 22)

- Biodiversity Strategy
[Place North West](#)
- Wythenshawe regeneration
[Manchester Evening News](#)
[Place North West](#)
- Leaders' Open letter to Prime Minister to discuss Climate Change
[Manchester City Council](#)
- Project 500 sustainable housing
[Manchester Evening News](#)
[Place North West](#)



Q4 (Jan-March 23)

- Central Retail Park consultation
[The Manc](#)
[Manchester Evening News](#)
- Work to begin on final stage of Manchester to Chorlton walking and cycleway
[Manchester Evening News](#)
- Former Chorlton Leisure Centre site to provide low carbon affordable housing for older people
[Manchester Evening News](#)
[Business Manchester](#)
- Ancoats Green Transformation
[Manchesters Finest](#)
[Secret Manchester](#)
[The Manc](#)
[Place North West](#)
- Publication of Manchester's Active Travel Strategy and Investment plan
[Business Manchester](#)



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Appendix 1 - RAG Rating at a Glance:

The tables below show the overall progress of each action within the CCAP 2020-25 using a RAG (Red, Amber, Green) rating system.

Several actions recorded as complete in previous Annual Reports (e.g., the roll out of 27 electric waste collection vehicles), have been updated as part of the CCAP refresh (approved by MCC's Executive Committee in September 2022) to reflect the next course of action, therefore the RAG has been updated to reflect progress against the refreshed action.

Key:

Working to target (Green)	Work in progress (Amber)	Not started / missed critical milestones (Red)
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Workstream 1 – Buildings and Energy		
Action	RAG	Action Summary
1.1	Amber	MCC Estates carbon reduction programme
1.2	Amber	Manchester Build Standard
1.3	Amber	Large scale renewable energy generation
1.4	Green	LED street lighting
1.5	Amber	Civic Quarter Heat Network
1.6	Amber	MCC Housing Carbon Reduction
1.7	Amber	Citywide Housing Carbon Reduction
1.8	Green	Commercial and non-domestic building carbon reduction
1.9	Amber	Local Area Energy Plan (LAEP)
1.10	Amber	Leasing and disposing of Council buildings and land
1.11	Green	Manchester Local Plan
1.12	Amber	Partnerships e.g., Green Building Council

Workstream 2 – Transport and Travel		
Action	RAG	Action Summary
2.1	Green	Electric refuse collection vehicles
2.2	Green	Replace operational fleet with EVs
2.3	Amber	Business Travel Policy
2.4	Amber	Environmental actions within Highways
2.5	Green	Greater Manchester Transport Strategy 2040
2.6	Green	City Centre Transport Strategy
2.7	Green	EV Charging Infrastructure Strategy
2.8	Green	Active Travel
2.9	Green	Sustainable Travel Incentives for MCC Staff

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2.10	Amber	Aviation Emissions
2.11	Amber	Air Quality

Workstream 3 – Sustainable Consumption

Action	RAG	Action Summary
3.1	Amber	Sustainable Procurement
3.2	Amber	Reducing Single Use Plastics (SUPs)
3.3	Green	Sustainable Events
3.4	Amber	Waste Services
3.5	Amber	Supplier Toolkit
3.6	Green	Influencing a reduction in Single Use Plastics
3.7	Green	Manchester Food Board

Workstream 4– Adaptation and Sequestration

Action	RAG	Action Summary
4.1	Green	Tree Action Planning
4.2	Green	Nature Based Solutions
4.3	Green	Parks CCAP
4.4	Green	Green and Blue Strategy
4.5	Green	Biodiversity Strategy
4.6	Green	Tree Planting

Workstream 5 – Catalysing Change

Action	RAG	Action Summary
5.1	Amber	Carbon literacy training
5.2	Green	Embedding zero carbon within Council decision making
5.3	Green	Finance & Investment
5.4	Green	Community Engagement
5.5	Green	Citywide Communications Strategy
5.6	Green	Fund Manchester Climate Change Agency (MCCA)
5.7	Green	Support Manchester Climate Change Partnership
5.8	Amber	Support Education Providers to reduce carbon
5.9	Amber	Influence GM stakeholders to decarbonise
5.10	Amber	Government Lobbying
5.11	Green	International networks and projects

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Manchester City Council Report for Information

Report to: Environment and Climate Change Scrutiny Committee –
7 September 2023

Subject: Street Cleansing Programme and Campaigns Update

Report of: Strategic Director (Neighbourhoods)

Summary

This report provides an update on street cleansing services and the Keep Manchester Tidy programme. Describing how the activity contributes to protecting the environment, climate change agenda and key priorities for future.

Recommendations

The Committee is recommended to consider and make comments on the content of the report.

Wards Affected: All

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

The Manchester Climate Change Framework 2020-25 is the city's high-level strategy for tackling climate change. It sets out how Manchester will 'play its full part in limiting the impacts of climate change', a commitment in the Our Manchester Strategy 2016-25. The Framework's key aims are to be: 'a cleaner, litter-free city, which recycles more' and '...play its full part in limiting the impacts of climate change and create a healthy, green, socially just city where everyone can thrive.'

In 2021/22, 27 end-of-life diesel refuse collection vehicles collection vehicles were replaced with electric alternatives. This represents just under half the fleet and will reduce greenhouse emissions by 900 tonnes and NOx by 2,836 kg per annum.

The approach to communications and engagement aims to promote the waste hierarchy by encouraging Manchester residents to reduce their own carbon impact by reducing the waste they produce, re-using what they can and recycling the right items in the right bin.

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

Actions set out in the report recognise the need for just and equal delivery of waste and recycling collections and street cleansing services across the city, focusing on areas such as communications, engagement, education, access to recycling facilities and cleaner neighbourhoods.

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	Supporting residents and businesses to dispose of their waste responsibly and compliantly will support the progress towards becoming a sustainable city.
A highly skilled city: world class and home-grown talent sustaining the city's economic success	The Eco Schools programme inspires young people supported development of green skills for the future.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Working closely with both residents and businesses to support them in improving the neighbourhoods in which they live, work and socialise.
A liveable and low carbon city: a destination of choice to live, visit, work	Increasing recycling rates across the city will reduce Manchester's carbon footprint. Reducing litter will make the city cleaner.
A connected city: world class infrastructure and connectivity to drive growth	Increasing recycling rates across the city will reduce Manchester's carbon footprint. Reducing litter will make the city cleaner.

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

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

Not applicable

Financial Consequences – Capital

Not applicable

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Background documents (available for public inspection):

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

The Waste Prevention Plan for England: Maximising Resources, Minimising Waste (2023), Defra

Our Waste, Our Resources: A Strategy for England' (2018), Defra

The Litter Strategy for England, (2017), Defra

UK Code of Practice for Litter and Refuse (CoPLAR), published by Defra, 2006

1.0 Introduction

- 1.1 This report provides an update on street cleansing services and the annual update on the Keep Manchester Tidy programme; describing how the activity contributes to the climate change agenda, protecting the environment and key priorities for the future.
- 1.2 Further reports are scheduled to be brought to the Environment and Climate Change Scrutiny committee in 2023/24 to discuss waste collection and recycling services, plus fly-tipping and seasonal services inc. leaf removal and weed control. A separate annual update on compliance and enforcement which includes activity associated with litter and fly-tipping enforcement is scheduled for later in the year. These areas are not covered within this report.

2.0 Background

- 2.1 Becoming a cleaner, litter-free city, is a key objective for the city and forms a fundamental part of several of our major strategies, and action plans for the city. This includes Our Manchester; the Climate Change Action Plan; and the Recycle for Greater Manchester Communications & Engagement Behavioural Change Delivery Plan.
- 2.2 Litter is widely recognised as an indicator of local environmental quality and has significant social, environmental, and economic impacts, and health implications. Litter is a highly visible form of pollution and is often a consequence of the things, we buy and throw away, representing a loss of valuable resources from the system. The Councils ability to tackle these issues reduced significantly over the last decade through service reductions in response to austerity measures. Over the same period there has been population growth and increased demand. This increasing environmental issue is a symptom of broader societal and economic issues including the impact of poverty and the cost-of-living crisis.
- 2.3 The government have released several strategies in recent years with the aim to tackle littering, pollution of land and waterways and to limit the loss of valuable resources. Moving from a linear economy to a circular one. In 2017, Defra launched 'The Litter Strategy', recognising the huge challenge litter poses to the country. The strategy set out aspirations to reduce the impact of littering on all aspects of the environment and deliver a national campaign intended to drive a significant behaviour change. Implementation has been piecemeal, and the implementation plan has not yet delivered the ambitions set out. The Waste Strategy (2018) included the proposed introduction of a deposit return scheme (DRS) and extended producer responsibility (EPR) which also aimed to reduced littering. There have been delays in implementation due to Brexit, the pandemic and laterally the impact of cost-of-living crisis. In July 2023 Defra announced delays to some elements of this strategy.
- 2.4 The Councils service provider Biffa are responsible for providing planned and reactive street cleansing services for defined land types. The contract for

waste collection and street cleansing expires in 2038. As part of the commissioning cycle, in 2021/22, the Council reviewed the priorities for the next period and considered which delivery model could achieve these and Best Value. On 10th March 2022 a report detailing this process was presented to the Environment and Climate Change Scrutiny Committee (ECCSC). The continuation of the contract with Biffa was assessed as the most effective way of continuing to deliver the current waste collection and street cleansing requirements. It was recognised that street cleansing arrangements needed to be improved and enhanced.

- 2.5 As part of the 2022/23 budget setting process the Executive approved additional investment to the contract to improve basic services (£700k). In the report to Environment and Climate Change Scrutiny Committee on 10th March 2022 report, members were advised that the £700k budget investment whilst significant in the context of the financial challenges the council was facing, would not be sufficient to deliver all the improvements required. Further investment was also approved for services within the Neighbourhoods Directorate to improve visual environmental standards in City Centre, District Centres, and gateway routes (£1.2m). As part of the Neighbourhood Infrastructure Renewal Capital Investment Fund (£5m in 2023/24), all existing litter bin infrastructure will be renewed or repaired, and new additional litter bins will be procured. Timescales subject to approvals and subsequent procurement and implementation.
- 2.6 The Neighbourhoods Directorate has an important role in ensuring that the city is clean, well-maintained, safe and a vibrant place to live, work and visit. The Directorate deploys staff to fulfil several statutory functions and where appropriate services come together to jointly plan and address areas in need of greater attention and or improvement. In 2018 the city embarked on a partnership with Keep Britain Tidy to develop an overarching campaign: 'Keep Manchester Tidy'. This overarching programme was introduced to encourage residents, businesses, and visitors to do their bit and deliver interventions for the various types of litter issues experienced across the city.
- 2.7 As the city continues to see considerable and sustained growth, the ability of services to adapt is vitally important to manage increasing demand pressures and costs for the future. Equally important, is the need for cross service planning and for teams to work together to ensure the sum of the various parts is greater than the whole. It is recognised that more can be done in this regard and that this needs to be strengthened particularly in hotspot areas where currently the standards are below what Manchester are striving for. Work is underway to review this.

3.0 Cleansing Standards

- 3.1 The standards of street cleanliness are described in the UK Code of Practice for Litter and Refuse (CoPLAR), published by Defra, 2006. The Code of Practice uses a grading system (A-D) to measure street cleanliness and provides a description and visual example for each grade. Defra have commissioned Keep Britain Tidy to review and update this code of practice as

it is 17 years since the guidance was developed and they committed to do this as part of its Litter Strategy (2017). Consultation is now taking place with landowners including Local Authorities to shape a revised code. Officers are engaging in this process and will review the impact of any proposed changes.

- 3.2 As previously discussed at the Neighbourhood & Environment Committee, the city's street cleansing service specification for different land types was developed in line with guidelines and grading system set out in CoPLAR for litter and detritus. The contract specification requires that a defined land type must be assessed at a Grade B or higher – if standards fall below this there is a rectification period in which Biffa are required to take appropriate action. The rectification period is a sliding scale dependent on land type – for example 2 working days for arterial roads centre and 5 working days for a residential area.

- 3.3 The CoPLAR methodology sets out key grading principles for litter and detritus.

Litter: includes materials often associated with smoking, eating, and drinking, that are improperly discarded in the environment. The code does not apply to trodden-in chewing gum. Local Authorities are not required to employ special cleansing methods to remove compacted gum or gum staining over and above normal cleansing regimes.

Detritus: comprises small, broken-down particles of synthetic and natural materials. Detritus includes dust, mud, soil, grit, gravel, stones, rotted leaf and vegetable residues, and fragments of twigs, glass, plastic, and other finely divided materials. Leaf and blossom falls are regarded as detritus once they have substantially lost their structure and have become mushy or fragmented.

- 3.4 The accumulation of litter and detritus depends on several factors which can vary significantly in speed and intensity. These can include the levels of pedestrian and vehicular traffic, natural physical features and location, the weather, the time of year, the nature and condition of the surface, the structural and physical items that affect the ability to clean, and the nature and condition of the surrounding areas including the effectiveness of domestic and commercial refuse arrangements. These are further affected by the intensity of activity in the area, from people and vehicles and health and safety limitations. Climatic changes because of climate change are starting to impact these factors including the increased loss of leaf and blossom during extended dry periods, increased staining of paved areas in prolonged dry periods and increased growth of weeds and grass due to prolonged wet and warm periods.

4.0 Street Cleansing Contract

- 4.1 Biffa are responsible for providing planned and reactive street cleansing services for defined land types. The contractor is required to provide services to an agreed standard and within a set service level agreement, which varies dependent on land type and waste type. The Grounds Maintenance Team are responsible for litter removal in the parks, except for the City Centre. There

are some land types, which form part of the corporate estate and open green space network which are not included in the street cleansing contract with Biffa. It should be noted these areas and the approach to clean them is currently under review.

Investment in Waste Collection and Street Cleansing Services

- 4.2 In the 2022/23 finance settlement, £700k was earmarked for investment to deliver service improvements. It was agreed that the investment would fund an enhancement to the client-side function which equates to five new posts. Additional large mechanical sweeper for arterial routes and district centres and a dedicated sweeper for cycle lanes. Increased fly tip removal resource. Increased flexibility and provision of (200) litter bins and pilot options to address issues with flats above shops. Additional street washing – including district centres.
- 4.3 In the report to Environment and Climate Change Scrutiny Committee on 10th March 2022, members were advised that the £700k budget investment, whilst significant in the context of the financial challenges the council was facing, would not be sufficient to deliver all the improvements required. It has previously been reported how this investment was deployed in 2022/23, partially offsetting some inflationary pressures. The table below shows how the full £700k allocation is being utilised in 2023/24 – the projection is that this will be fully allocated.
- 4.4 Table 1 showing allocation of £700k investment in 2023/24

Allocation of £700k (2023/24)		
Large Mech Sweeper (Biffa funding driver)	£50k	In place
Cycle Lane (small sweeper)	£89k	In place
Additional litter bin vehicle / flats above shops solution	£130k	Awaiting vehicle (£175k)
Additional fly tip crew	£175k	In place
Scrubber Washer	£75k	Trial proved unsuccessful steam clean schedule enhanced.
Enhanced client team including 5 FTE's (KMT, Communications & Engagement, Business Analyst (to support RBDxP), City Centre Monitoring, Eco Schools)	£181k	3 FTE's in post, 1 FTE scheduled for interview for Sept and 1 FTE out to advert in Sept.
Total	£700k	

- 4.5 The £1.2m investment has been utilised to enhance arterial teams (£355k), increase the steam cleansing programme (£140k), increase target hardening of infrastructure through improvements inc. anti-graffiti coating of bins and enhanced specialist cleansing (not provided as part of the Biffa contract) inc. sticker removal from various types of infrastructure – proposals for this are currently being developed (£100k), additional ped-orderlies in the City Centre

(£78k). As previously stated, this investment is being utilised by different service areas and the projection is that this will be fully allocated.

- 4.6 The Neighbourhood capital infrastructure programme (£5m 2023/24) will include a work package to renew or repair all litter bin infrastructure across the city. It is expected that the capital programme will be approved for spend from September 2023 – this will include litter bin infrastructure in the city centre. 200 litter bins have been replaced in the city centre during 2022 and 2023, there are 750 litter bins in total in the City Centre. The remaining 550 bins in the City Centre and the citywide litter bin infrastructure will be reviewed, increased, and replaced where needed in 2023/24.

5.0 Improvements to the Street Cleansing Model

5.1 City Centre

- The cleansing model is regularly reviewed by Biffa, with support from the client team and external data analysts to where possible adapt to the current litter demands which have changed since the contract was let in 2015 across the different zones due to increased residential growth, increased food and drink / nighttime economy sector, investment in public squares, changes in commuter and visitor patterns and an increasing events programme. For example, in 2022/23 Biffa targeted more resource to improve key routes from the key transport hubs and more recently additional ped-orderlies have been put in place to support areas where there is additional residential growth.
- The model has been further enhanced by the new Accommodation BID cleansing team (two operative and a supervisor), providing enhanced cleansing above the contract standard on key routes. The waste client team, City Co, and its contractors are working closely together to trial new approaches and maximise available resource. It is not yet six months since this additional resource has been implemented, improvements are starting to be seen but this needs to be strengthened further, particularly in known hotspot areas.
- Commercial waste management practices are contributing negatively to the look and feel of the city centre. An options appraisal is being developed to consider what alternative approaches could be implemented in the city centre. City Co will be a key partner to support delivery of this. It is likely that small, targeted trials will be undertaken to test potential solutions.
- A comprehensive review and overhaul of the litter bin infrastructure and bag collection points is currently being implemented. 200 litter bins have been replaced with larger capacity bins which house a wheeled bin which helps reduce the impact of liquid spillage from discarded beverages. In the city centre bins have been significantly affected by graffiti which negatively impacts the visual amenity. Successful trials have been undertaken over the last 12 months to add an anti-graffiti protective coating to bins which

makes it easier for bins to be cleaned if graffiti is applied. This will be further expanded over the next 12 months to 120 litter bins in key areas.

- Litter bin guidance has been developed with the accessibility officer to ensure the placement of bins is in the 'furniture zone' of the pavement wherever possible and not obstructing the footway 'clear zone'. We are also careful not to block utilities, parking bays (particularly disabled bays), junctions and crossing, bus stops and other transport interchanges.
- Street washing trials were undertaken by Biffa through 2023/24 utilising different types of scrubber washing machines. These trials have not delivered the enhancements expected and has proven unsuitable for the city centre public realm, as a consequence the steam washing schedule has been increased 100% to increase the frequency of cleaning in public squares and to include parts of the city such as Northern Quarter and Castlefield which have not previously benefited. This enhanced schedule has helped tackle staining in public realm areas which are particularly prominent in dry periods of the year.

5.2 District Centre

- The cleansing approach has been reviewed and adjusted to increase the number of place based ped-orderlies (+3 FTE), to improved detailed cleansing standards and improve sweeping using an additional large mechanical sweeper. Detailed cleansing has improved and additional staffing provides regular visible presence in District Centre's. The client team continue to work with Biffa to ensure standards are maintained and improved upon.
- In 2022/23 steam cleaning was trialed in three District Centre's (Cheetham Hill Road, Moston Lane and Withington), to test the suitability and impact of this enhanced cleanse. The trial of District Centre locations will continue in 2023/24 including Rusholme District Centre in autumn.

5.3 Arterial Routes /Gateways

The cleansing model has been reviewed to bring together manual cleansing, sweeping, cycle lane cleansing and weed management on arterial roads. Bringing this together with a dedicated team and schedule has increased the standard of cleansing. A 6-month review will be conducted at the end of September 2023 to review impact and consider whether the model needs to be adjusted. Whilst there have been some improvements to central reservations, there is opportunity to strengthen this and improve co-ordination of works with other services which maintain these spaces.

5.4 Residential areas

Biffa have adjusted elements of the proactive street cleansing model to deliver an improved standard of cleanse. This has not yet been adopted across the whole city, but the first six months have shown improvements where applied,

mainly in the north of the city. It is recognised that across the city the factors impacting street cleansing vary significantly. In parts of the city there are known issues with removal of detritus which is not currently meeting the expected standard. Biffa have been formerly requested to make improvements in this area. This workstream will continue to expand across the city in 2023/24, recognising that services may need to be adjusted to deliver proportionate universalism to deliver a consistent cleansing standard across the city.



Image showing litter bin before anti-graffiti coating is applied



Image showing litter bin after the anti-graffiti coating is applied



Image showing old style litter bag collection points.

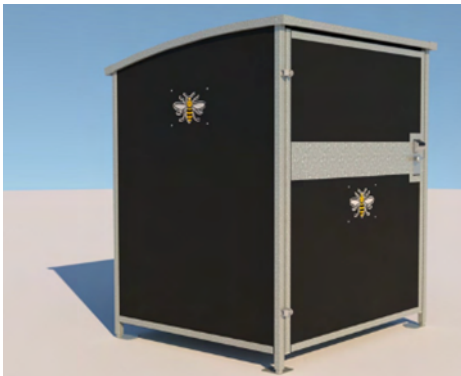


Image showing new litter bag collection point housing.



Image in the Northern Quarter showing before steam cleaning



Image in the Northern Quarter showing after steam cleaning

6.0 Street Cleansing Performance

- 6.1 The table below shows Biffa's performance against achievement of the service standard SLA for a range of reactive street cleansing requests which have been reported to the Council over the last 12 months. Jobs not completed within SLA have been closed outside of the contractual time allowed. The table below includes a measure to show number of reports of 'OJNDs' (original jobs not done), which is used as another measure to monitor quality of the service provided. It is expected that improvements to the CRM system via the Resident Business Digital Experience Programme (RBDXP) will help improve the accuracy of job reporting and feedback to customers.

Table 2 shows Biffa performance against SLA for completion of reactive street cleansing service requests (Aug 2022 – July 2023)

Aug '22 - Jul '23	Requests	SLA Met	% SLA Met	OJNDs	% OJNDs
Litter Bin Empty Request	433	409	94%	13	3%
Remove Dead Animal	915	898	98%	7	1%
Street Cleansing	8911	8812	99%	210	2%
Fly-Posting	230	163	71%	15	7%
Graffiti	3640	3197	88%	77	2%

- 6.2 As described in section 3.0, the performance measure for assessing the pro-active street cleansing service utilises the CoPLAR street cleansing methodology. A breakdown of the results of inspections by land type is provided in Appendix 1, this shows the grade achieved post cleanse. The results show that since the additional investment has been made in 2023/24 improvements to street cleansing scores has been achieved in the District Centres, Arterial Routes and in residential areas.
- 6.3 It is understood that whilst Biffa broadly deliver a street cleansing methodology which meets the outcomes of the service specification, the rate of deterioration and frequency of cleanse does not always meet citizen expectation. The

survey methodology is consistent across Biffa Supervisors and Council Monitoring Officers – but it is mostly focused on day of cleanse activity. It is recognised that more interim surveys are required to measure rates of deterioration – this is a focus for 2023/24. Biffa have been working with their system provider (Whitespace), to digitise the NI195 surveys process, to reduce the administration process and develop more intelligent approaches to target the street cleansing resource on a more granular level to respond to areas which deteriorate faster. The client team have been supporting Biffa with this delivery and will form part of the wider replacement CRM programme (RBDXP) which will improve customer journey and experience. This will continue over the next two years.

- 6.4 An assessment of environmental land quality across different land types citywide is currently being undertaken by an independent assessor (Keep Britain Tidy). This was last undertaken in August 2019 and will provide a baseline to compare the environmental quality across the city. CoPLAR recommend that periodically landowners seek an independent assessment of environmental quality. This will be used to further shape the street cleansing methodology and identify where improvements are required. It is expected the high level results will be available in October 2023 and a more detailed report from Keep Britain Tidy will follow.

7.0 Education, Awareness and Engaging Local Communities

7.1 Keep Manchester Tidy

In 2018, Manchester City Council set up a partnership with environmental charity Keep Britain Tidy with the aim of developing more creative ways to tackle litter and fly-tipping. The Keep Manchester Tidy partnership has since evolved to become a partnership of residents, schools, businesses, community groups and organisations, all working together to help achieve a cleaner and greener city. The partnership is staffed by one full time Project Manager and one full time Officer. A dedicated Eco-School Officer is currently being recruited. The KMT partnership works together with the Biffa Social Value Team and alongside the activity of other council teams including Neighbourhood Teams, Neighbourhood Compliance, Parks Engagement Team, Libraries, Youth Team, and many other services.

7.2 Volunteering Support

Keep Manchester Tidy continues to provide a support service to volunteers who freely give up their time to help keep the city clean. Volunteers can request equipment to be delivered and arrange to have bags collected following a litter pick. From April to June 2023, KMT loaned 1389 litter pickers to groups and schools and gifted 149 litter pickers to individuals. 1367 bags of volunteer picked litter have been collected. This does not include bags that are reported to Biffa or the city council via other routes, of which we know there are many. On average it takes 15 minutes to fill a bag and therefore it can be estimated that more than 340 hours of volunteer time have gone into helping keep Manchester tidy in recent months. Keep Manchester Tidy links in with

volunteers through a Facebook Page which now has over 2200 members. A membership scheme has also been set up which will enable residents, schools, groups and businesses to access updates and information about Keep Manchester Tidy. Keep Manchester Tidy provides corporate volunteering opportunities for businesses offering employer supported volunteering and has hosted 30 events this year.

7.3 **Volunteer Recognition**

Most volunteers are motivated to litter pick because they have a sense of pride in their local area and are passionate about the environment. However, it is always good to see their selfless efforts receive wider recognition. This year, the work of Gary Rumens and Clean and Green Castlefield, twins Desree and Esme and their mum Christina, Laura, and Willow, and 3-year-old Harleigh with her nana Zoe were all highlighted by the BBC during the Great British Spring Clean. Litter picker Skye was also interviewed and mentioned the benefits of litter picking for people with autism. Elsewhere, Moston Social Litter Pickers, who take a creative approach to litter picking, were winners of a Be Proud award. There was national recognition too for Work for Smile who find time to run a litter project alongside delivering a foodbank; they were finalists in the Litter Hero category at the Keep Britain Tidy Network Awards.

Case Study 1: Corporate Volunteering at Clayton Park and Hall

During April 2022, Keep Manchester Tidy was introduced to the Friends of Clayton Park and Hall. The Friends group has created a living history museum within Clayton Hall, affectionately known as 'Our Lady, and are responsible for taking care of its' surroundings. The Friends had reached a point where they felt overwhelmed by the increasing swathes of litter encroaching on Clayton Park and Hall. Keep Manchester Tidy, took the opportunity to develop a volunteering partnership with the Friends and began offering hosted corporate volunteering events to businesses who grant volunteer leave to their staff. These Keep Manchester Tidy hosted events run on a Tuesday when a small group of the Friends meet to undertake duties at the Hall. Corporate volunteers meet outside the Hall and are given a litter picking safety briefing before heading off to clean the park and surrounding areas. The corporate volunteers then return to the Hall for refreshments in the tearoom followed by various gardening activities in the grounds. The volunteer's hard work is rewarded with a very enjoyable tour of the Hall.

Recent corporate volunteers include staff from media solutions firm Dentsu, HR firm Mercer Marsh, professional services company Price Waterhouse Coopers, digital solutions firm Jisc, financial services company BGL Group, and hospitality company Hilton Hotels. With nearly 100 volunteers between them, the impact on litter levels at Clayton Park is certainly noticeable. The Friends Group have praised the partnership with Keep Manchester Tidy as it means the Friends can focus on developing the Hall and visitors can enjoy this unique venue without it being compromised by litter.



Image shows litter picking volunteers at Clayton Hall



Keep Manchester Tidy school banner campaign

Eco Schools

- 7.4 Eco Schools is an international education programme that focuses on pupil-led environmental activity. The programme is managed in the UK by Keep Britain Tidy, who award schools a green flag for completing the programme. Keep Manchester Tidy actively promotes Eco Schools and works in partnership with Biffa and Manchester Environmental Education Network (MEEN) to offer practical support and workshops to schools and early years helping to facilitate the Eco School journey. Manchester has been recognised in the Eco Schools impact report as a local authority providing an exemplary approach to supporting Eco Schools.
- 7.5 A total of 160 schools and early years settings had registered to take part in Eco schools by October last year. Schools work through the programme during the school year, completing 7 steps and covering a range of topics such as biodiversity, waste, energy, transport, citizenship, and litter. Schools can apply for a green flag award during the application window which opens annually in June. 43 schools and early years settings have achieved a green flag; 10 were awarded with merit and 11 with distinction. All applicants were awarded funding through social value to cover the cost green flag application fee (£200 plus VAT). This ensures that that there are no financial barriers to achieving a green flag.
- 7.6 Table 3 showing the impact and outputs of Eco Schools in Manchester in 2023/24

Eco-School Area/Activity	Figure (2023/24)
No of children attending an Eco School	23.9k
No of children litter picking	2.1k
No of trees planted by children	402
No of plants planted or maintained	200.7k
Metres of natural habitat created	281
Kg of waste diverted	880
No of energy saving devices installed or maintained	123
No of children taught to use alternative transport	960
No of children benefitting from vegetarian/vegan option	1.3k
No of external collaborators involved	562
Amount of money raised for charity	£2.5k

7.7 School Banner Campaign

Back in 2019, Keep Manchester Tidy offered all schools and early years settings a banner to promote KMT and send a clear message to communities that schools are committed to creating a clean environment for everyone to enjoy. Since then, schools have continued to demonstrate their commitment by taking part in annual campaigns like the Great British Spring Clean and becoming Eco Schools. In-line with Manchester's commitment to become a UNICEF child friendly city, it has never been more important to demonstrate our commitment to the environment. Keep Manchester Tidy has therefore refreshed the banner offer and new banners are now clearly visible on the gates and fences of schools and early years settings across the city.

7.8 Key Campaigns and Activities

Keep Manchester Tidy supports national anti-littering clean up days and campaigns which are summarised in table 4 below.

Table 4 provides an overview of Keep Manchester Tidy's Activity April to June 2023	
Area	Measure
Litter pickers loaned	1389
Litter pickers gifted to individuals	149
Requests for bag collections following community litter picks	176
Number of bags of community picked litter collected	1367
Volunteer time supporting community litter picks (assumes 15 mins per bag of litter).	341 hours
Keep Manchester Tidy Facebook Group Members	2,200+
Corporate volunteer events	21
Keep Manchester Tidy hosted events across the city	10

7.9 Great British Spring Clean

The Great British Spring Clean is Keep Britain Tidy's annual call to action in which the public is encouraged to get involved in litter picking their local area. This year's campaign ran from the 17th March through to the 2nd April 2023. The aim of this year's campaign was to reignite the spark from 2019, secure positive media coverage, increase involvement from schools, businesses & groups, and widen support from across the city council. Keep Manchester Tidy is already planning how to build on the success of this campaign for 2024 by increasing participation across businesses and using the GB Spring Clean as a springboard for alleyway cleaning & greening projects in Moss Side and Whalley Range.

7.10 Table 5 provides an overview of GB Spring Clean Outputs (2023)



GB Spring Clean 2023 Results:

- 155 events
- BBC Breakfast Coverage and BBC Radio
- KMT hosted 10 events
- 1564 litter pickers loaned to groups
- 2500 bags requested and delivered with 906 reported for collection through KMT.
- Supported 37 schools and early years

7.11 **Keep Manchester Tidy High Street Week**

Building on the success of the Great British Spring Clean, Keep Manchester Tidy hosted a High Street Week in both Fallowfield (May 2023) and Levenshulme (June 2023), with a further week planned for Newton Heath in September 2023. The aim of the High Street Week is to give Keep Manchester Tidy a presence in district centres by engaging with businesses and the public and delivering key messages. The first day of High Street Week involved visiting businesses and providing information about their role in making Manchester a tidy city. Businesses were also able to request litter picking equipment to help keep their shop fronts clean. Keep Manchester Tidy were able to acknowledge the good work that many businesses already do and help them feel connected to wider work in neighbourhoods. Days two and five involved hosting an on-street stall for the public to learn more about Keep Manchester Tidy and access information and resources to help with recycling

and waste disposal. Days three and four focused on cigarette litter through the delivery of the powerful *Bin the Butt* Campaign which highlights the plastics and toxins in cigarette butts and how that reaches from our cities to our seas causing a devastating impact on marine life.



Image from High Street Week event in Fallowfield



Image from the High Street Week event in Levenshulme

- 7.12 An on-street survey was conducted during High Street Week to gauge perceptions of litter. Most respondents felt that individuals and communities should have primary responsibility for tackling litter in their area with services and support being provided by the City Council. High Street week in Levenshulme was rounded off with a community litter pick in partnership with the Dawoodi Borhas Mosque Litter Pickers.

7.13 **Love Parks Week**

Love Parks Week is a national Keep Britain Tidy campaign encouraging people to enjoy and care for their local parks. This year, Keep Britain Tidy focused on promoting safety for women and girls in parks. Keep Manchester Tidy hosted 4 events for Love Parks Week in partnership with MCC Parks, Neighbourhood Team, Youth provision, Biffa and READ Manchester. Activities included corporate volunteering, hiding books for young people to find, sports day games, storytelling, and litter picking. Media coverage for the national campaign featured scenes from Heaton Park and appeared on digital advertising screens across the city.



Image showing a pledge made at Love Parks week (August 2023)



Image showing 'Do it for your dog' campaign at 'Painswick pups' event in (August 2023)

7.14 Dog Fouling

Keep Manchester Tidy provides a response to every complaint received about dog fouling. A site visit is conducted and where appropriate a period of monitoring is undertaken. An intervention is selected and implemented followed by further monitoring. Interventions include Keep Britain Tidy's '*We're Watching You*' campaign and '*Do it for your Dog*' campaign. These are supplemented with engagement visits and letters. The success rate of these campaigns is very high. Recent campaigns have taken place in Newton Heath, Ardwick, Wythenshawe and Burnage and Ben the Boxer dog has appeared on social media channels to remind people not to hang poo bags from trees. A special event was held at Painswick Park in Wythenshawe as part of Love Parks Week to highlight the dangers of dog fouling at sports grounds.

8.0 Trials and innovations to tackle all forms of littering

8.1 Chewing Gum

Gum littering has a negative visual impact in the public realm, it is composed of polymers which are not biodegradable and is very costly and time consuming to remove. Conventional sweeping is ineffective at removing these deposits and staining, the most effective method to remove chewing gum at scale is through steam cleaning. As part of the Councils investment in street cleansing (detailed in section x), this programme has been increased by 100% in 2023/24. Nationally major chewing gum producers have created a partnership, known as the Chewing Gum Task Force. The partnership has committed to invest £10m over five years to clean up staining and encourage consumers to bin their gum. In May 2023, Manchester was successful in securing a grant for **£19,280** to enable a targeted campaign and clean up on Oxford Street. This will take place in August and September 2023. A survey will be carried out before, during and after to determine whether this has a positive impact on chewing gum littering behaviour.

8.2 Food-on-the-go littering

As the part of commitments set out in the Litter Strategy (2017), Defra engaged with the largest fast-food retailers in 2020, to understand what action they are taking to tackle litter created by their products. In summer 2023, KFC, in partnership with Ellipsis Earth and environmental charity Hubbub, has funded a litter prevention campaign in Manchester. This included an extensive independent review of littering in high footfall areas between Market Street and Piccadilly Train Station in the vicinity of their local outlet using advanced surveying methods including artificial intelligence to thoroughly analyse littering hotspots. Using this data, environmental charity Hubbub installed 3 voting litter bins between Piccadilly train station and Piccadilly Gardens. These units count 'votes' made by depositing litter through a specific aperture, encouraging the public to vote on playful local topics such as '*Barm vs Muffin*' or their favourite Gallagher brother, using their litter.

8.3 The installation of these ballot bins has gained significant interest via social media, radio and TV - with features on BBC North West Tonight, Manchester Evening News, BBC Radio Manchester and BBC Radio One. Multiple Manchester-focused and national social media accounts also featured the ballot bins. The feedback has been very positive, with the most popular posts seeing over 1.5 million views, 160,000 likes and thousands of comments. A survey will be carried out before, during and after to determine whether this has a positive impact on littering behaviour. The trial period will conclude in September 2023.



Image showing voting litter bin to reduce 'food-on-the-go' littering



Image showing a dedicated bin to reduce cigarette littering

8.4 Smoking related litter

In Manchester a citywide land environmental quality survey undertaken by Keep Britain Tidy in 2019/20, showed that cigarette butts are the most littered item – this is reflected nationally. Cigarette butts contain micro plastics and have been shown to cause considerable environmental harm in waterways. In May 2023, Manchester and 8 other local authorities took part in a cigarette litter bin trial targeted in night-time economy and other hospitality areas. Keep Britain Tidy are keen to understand more about cigarette littering behaviours. They have previously found that smokers justify littering on the basis that there are not enough dedicated smoking bins and are particularly interested in waterside locations due to the environmental harm caused by cigarettes entering directly into the waterways and would like to test the effectiveness of providing a profusion of simple cigarette 'bins' in a specified area.

- 8.5 Following discussions with KMT, Keep Britain Tidy opted to trial voting bins in Manchester. These are bright yellow box bins which have been fixed to the lampposts. There were 4 located in Cutting Room Square and 7 on Canal Street between Princess Street and Sackville Street. Each bin has a quirky voting question. For example, outside a pizza restaurant the question is 'Pineapple on Pizza – yum or yuck?'. Smokers deposit their cigarette butt on the side of their choice. The project monitoring is taking place for 12 weeks from May to July, with a further period of monitoring (3 months) after the project completion. Keep Britain Tidy has responsibility for monitoring and evaluation, including observation and interviewing of smokers and surveying businesses. A full project report towards the end of the year.

8.6 Disposable vapes

In the last 18 months an increase in littering of disposable vapes and their packaging has been observed at a local and national level. This includes the placement of stickers from the packaging of vapes on the exterior of litter bins. This makes bins look unsightly and has created a new cleansing challenge to remove them which is time consuming and costly. Working together with the GMCA, GMFRS and other external partners a campaign is being developed to encourage people to dispose of their vapes and e-cigarettes safely, with a primary focus being the fire risk. Disposable vapes are categorised as Waste Electrical and Electronic Equipment (WEEE). In July 2023 the government issued *The Waste Prevention Plan for England: Maximising Resources, Minimising Waste*, which specifically mentions options to tackle vapes. Lobbying is taking place at a national level by the LGA for an outright ban on the grounds of the impact on health and the environment. Working together with City Co and the BID trials have been undertaken with a specialist cleansing company to remove stickers from litter bins. In the worst cases, it can take up to 1 hour to remove stickers from a litter bin. Further work is being undertaken with vape retailers to see what can be done to educate vape users to reduce this issue and explore whether enforcement tools can be used to tackle the stickering of litter bins.

8.7 Priorities for 2023/24

Keep Manchester has been building active partnerships to help strengthen work across 4 key areas: responding to littering behaviours, focusing on fly-tipping, building stakeholder engagement, and becoming a 'Tidy City'. A steering group meets quarterly to consider progress and Keep Manchester Tidy has produced a draft strategy document to guide future work. Keep Manchester Tidy will build in 3 further areas of priority action. These are strengthening of external partnerships at a strategic level, improving alleyways through changing perceptions of shared space and further developing support to Eco Schools with capacity provided by an additional staff member within the Keep Manchester Tidy team.

9.0 Recommendations

- 9.1 The Environment and Climate Change Scrutiny Committee is recommended to note, comment upon, and support the content of the report and the appendices.

10.0 Appendices

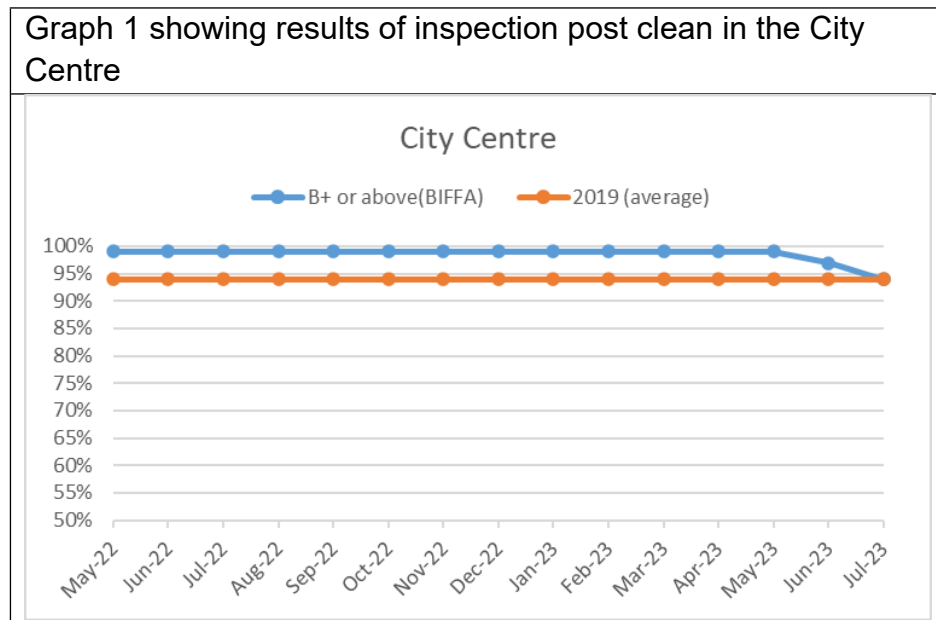
- 10.1 Appendix 1 – Waste Collection and Street Cleansing Contract Performance.

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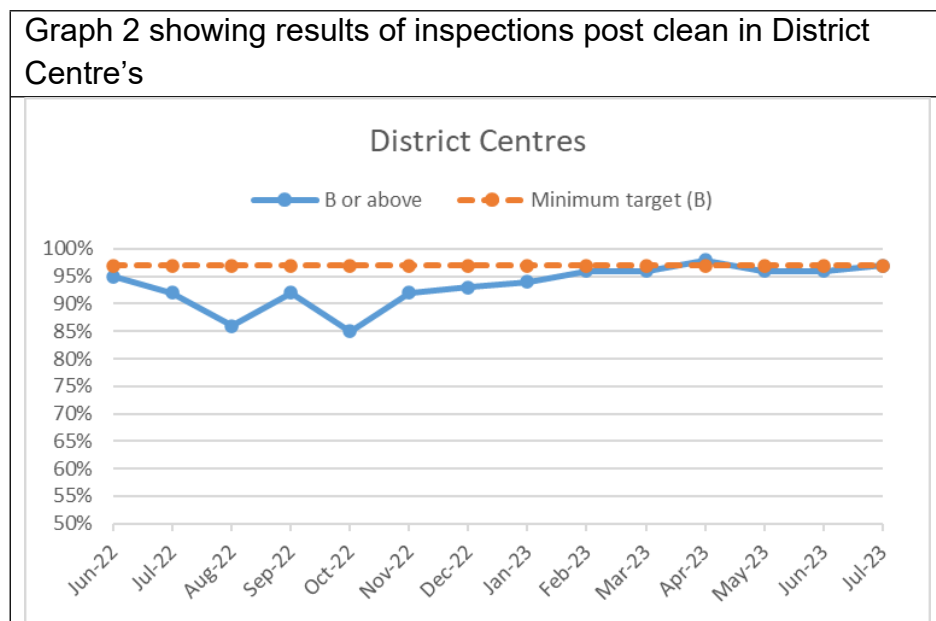
Appendix 1 – Street Cleansing Contract Performance

1.0 Street Cleansing & Fly-tip Removal Performance

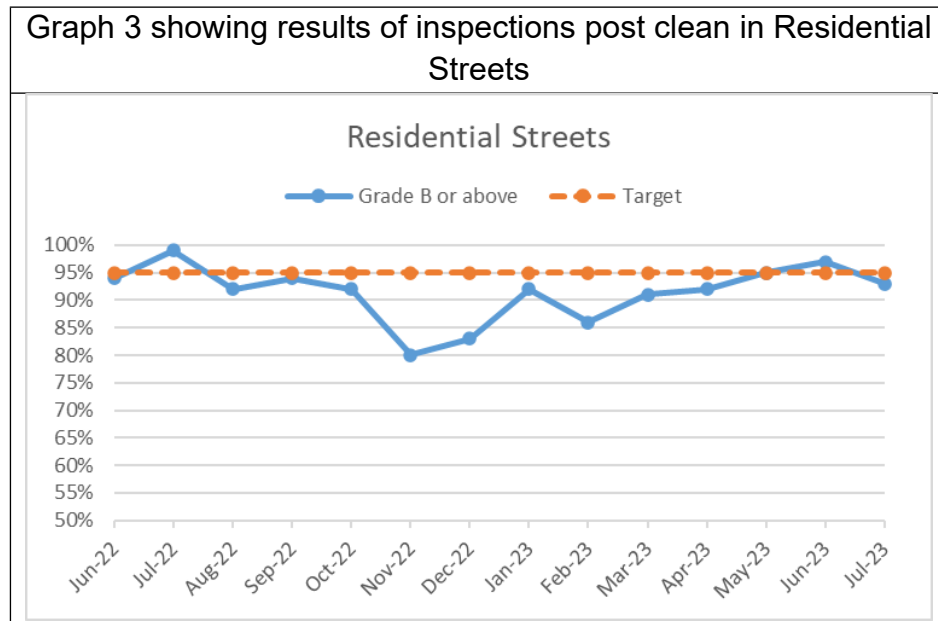
- 1.1 Graph 1 shows the results of inspections post cleanse in the City Centre which shows that the required standards are being achieved.



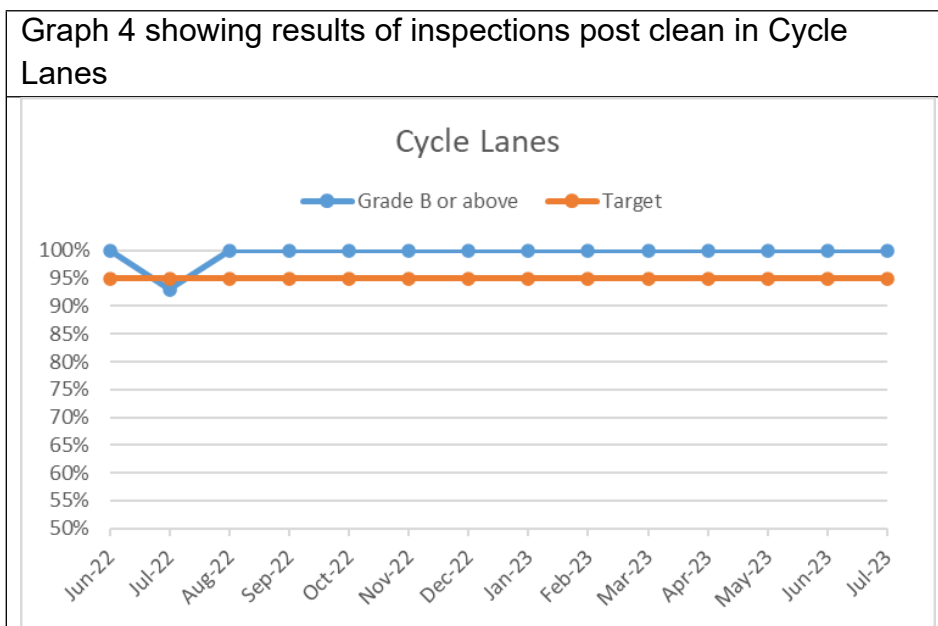
- 1.2 Graph 2 shows the results of inspection post cleanse in District Centres. This performance has steadily improved in the last year with Biffa employing more ped-ordeleys that are permanently based in district Centre's.



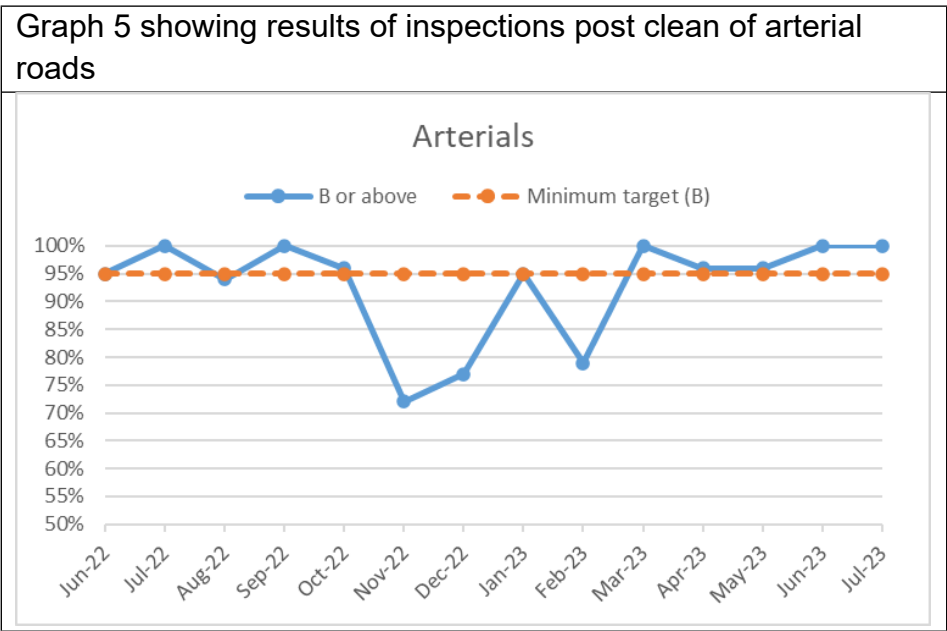
- 1.3 Graph 3 shows results of inspection post cleanse in residential streets. Whilst improvements have been observed over the last 6-months, further work is required by Biffa to ensure a more intelligent approach is adopted to deploying resource to improve standards.



- 1.4 Graph 4 shows results of inspection post cleanse in Cycle Lanes. Biffa understand it is a key priority for the city to promote active travel and ensuring cycle lanes are clean is important to sustain and increase uptake. In recent years the cycle lane network has increased and as a result a dedicated cycle lane sweeper is now in place for the segregated cycle lane network.



1.6 Graph 5 shows results of post cleansing checks on arterial roads. A new schedule and methodology was put in place in early 2023 and standards have improved considerably since.



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Manchester City Council Report for Information

Report to: Environment, Climate Change and Neighbourhoods Scrutiny Committee – 7 September 2023

Subject: Housing Retrofit

Report of: Strategic Director, Growth and Development

Summary

This report provides an update to Scrutiny Committee on the Council's proposals to decarbonise the city's housing, incorporating an update on Green Skills, and providing an opportunity for members to contribute to and influence these policy areas.

Recommendations

Scrutiny Committee is invited to consider and comment on the report.

Wards Affected: All

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

According to the Climate Change Framework 2022 Update [1], Manchester homes make up approximately a quarter of the city's total carbon emissions. This report details progress and ongoing and new activity to achieve delivery of zero carbon objectives in existing housing cross tenure.

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

An Equality Impact Assessment (EqIA) has been completed and describes how a programme of large-scale retrofit can positively impact some disadvantaged individuals and groups. The assessment outlines our work on the Resident Engagement Plan which considers the needs of people from different protected and disadvantaged groups and how our future engagement plans and activities will address these.

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	Retrofit provides long term employment opportunities to Manchester businesses and residents. See section 7
A highly skilled city: world class and home-grown talent sustaining the city's economic success	Demand for highly skilled retrofit skills will provide opportunities for training and upskilling both new and existing operators. See Section 7

A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Retrofitting the city's housing stock will ensure healthier, more comfortable homes and in many cases provide for more affordable energy costs. This will result in improved health and wellbeing for Manchester residents.
A liveable and low carbon city: a destination of choice to live, visit, work	The Retrofit Plan will address the transition of Manchester's existing housing stock to zero carbon, and ensure the available housing meets the needs of the city's residents and visitors.
A connected city: world class infrastructure and connectivity to drive growth	N/A

Financial Consequences – Revenue

The activity described in this report has staffing and other revenue resource implications and where possible has been detailed in this report. As also described, most of the government funding schemes come with an element of financial resources to support these costs.

Financial Consequences – Capital

Capital resources will be required to deliver the programme of work to our council housing. Currently, and over the next 2 years, zero carbon investment in our owned and managed properties will largely be through our Social Housing Decarbonisation Fund (SHDF) Programme. Further described in Section 3.1.2, this is a c£50m programme of mostly retrofit but also other works. All funding for this Programme has now been approved, with a proportion of it being sourced from grant from the government's national SHDF and the remainder from the Housing Revenue Account (HRA).

In relation to the Council's PFI managed properties, as described in Section 3.2, resources to deliver our emerging Sustainability Strategies and our zero carbon objectives will be identified in due course.

In relation to private sector housing, as described in Section 4.2.1, the Council has secured £10.4m capital resources to fully fund the retrofitting of c.500 properties as part of the government's national Home Upgrade Grant 2 (HUG2).

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Background documents (available for public inspection):

The following documents contain 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 Housing Strategy (June 2022)
- Report to Economy Scrutiny Committee (9th March 2023 Housing Retrofit)
- Manchester Climate Change Framework (2020-25) – 2022 Update
- Manchester City Council's Climate Change Action Plan 2020-2025 (Refreshed plan 2022-2025)

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1.0 Introduction

- 1.1 Manchester has committed to becoming a zero-carbon city by 2038 with a target of reducing at least 50% of our direct CO₂ emissions by 2025 (from a 2019 baseline). With over a quarter of the city's carbon emissions generated by residential properties [1] we must make urgent progress towards improving the energy efficiency of the housing stock and moving away from fossil fuel-based heating. The increases in energy costs, coupled with the more general cost of living crisis, and the relatively high levels of fuel poverty across our area, are also important drivers for this activity and underscore the necessity of our housing decarbonisation being approached in as fair and equitable way as possible.
- 1.2 According to the Climate Change Framework 2022 Update [1], in order to reduce emissions from the domestic building stock by 50%, we will need to retrofit 84,000 (cross-tenure) properties across the city.
- 1.3 The Council's Housing Strategy commits the Council to targets of completing the zero-carbon retrofitting of a minimum of one third of the 67,300 homes managed by Manchester Housing Providers and achieve an EPC rating of B or above across this stock by 2032. It recognised the need and made a commitment to developing a cross tenure Retrofit Plan for the city if we are to meet these targets.
- 1.4 Reports to Environment and Climate Change Scrutiny Committee in September 2022 and March 2023 explained why a Retrofit Plan is needed, the scale and nature of challenges and opportunities, key issues for developing and delivering a large-scale decarbonisation programme, the stakeholders who will need to be involved in the development and delivery of the plan, and the programme for delivery.
- 1.5 This report focuses on providing updates on the progress made since March 2023, describing the key achievements and planned activity in housing retrofit and, as per the March 2023 report, incorporates an update on the housing retrofit green skills agenda.

2.0 Background

- 2.1 The scale and complex nature of the challenges in meeting our housing retrofit targets is recognised and well understood, as is the significant role that the Council can and needs to play in this area – both directly and through partnership, influencing and enabling activity in the city. Over the last 12 months, our focus has largely been on strengthening and developing:
 - our approach,
 - our internal staffing capacity,
 - our financial capacity and
 - our new and existing collaboration/partnerships.

- 2.2 Maximising opportunities, especially in relation to bringing in external funding, has also been an important aspect.
- 2.3 Our recent successes include securing considerable external funding (most notably from the Department of Energy Security and Net Zero (DESNZ) for both Council and private sector housing), securing significant internal capital funding and building and developing staff capacity arrangements.
- 2.4 Our activity has inevitably been limited by our staffing and other resources. There has been a need to prioritise activity and we have been driven to some degree by external opportunities such as funding bid windows. As described, however, our increases in staffing and our significant development across a range of areas has resulted in a strong position on which we can build and accelerate future activity and achievements in housing retrofit.

3.0 Social Housing, including council-owned properties

- 3.1 As described in previous reports, there are approximately 67,300 social rented properties within Manchester.
- The largest proportion, around 23% (15,700 properties), are owned by the Council. Of these, 12,800 are managed internally by the Council's Housing Services team, with most of the rest (2,700 properties) being managed through 3 PFI contracts.
 - The 51,600 other social rented homes are owned by several other housing providers. The organisations to which we transferred stock - Wythenshawe Community Housing Group, One Manchester, and Southway Housing Trust – are those which have the largest stock numbers in our area (13,500, 11,800 and 5,700 properties respectively).
- 3.2 The Council's Housing Strategy 2022-32 sets a target of retrofitting at least a third of the city's 67,300 social rented properties by 2032. There is a consensus within the Registered Providers (RPs) that this is a stretch target, and they are generally working towards retrofitting 25% of their properties. The Council is expected to lead the way in retrofitting its properties, and to meet the social housing retrofit target within the Housing Strategy, approximately 60% of our own housing needs to be retrofitted by 2032.

3.3 Council-owned Properties

3.3.1 Recent and current investment

- 3.3.2 Our report in September 2022 described the significant achievements in the past few years in retrofitting our Council-owned and managed properties. This included £83m spend on retrofit since 2005 (resulting in a 49% reduction on carbon emissions), securing and delivering external funding (£12m) and achieving an average EPC Band C rating for most of our properties.

- 3.3.3 Since the Scrutiny report in March 2023, the Homes As Energy Systems (HAES) project, part-funded by European Regional Development Fund

(ERDF), has been completed. We have over-achieved delivery against the original target of 500 properties, with additional funding having been made available to the Council from underspend of other partners within the programme, given our positive track record and ability to deliver more. In total our project delivered improvements to 629 properties and achieved a total estimated carbon saving of 1,879 tonnes (expressed as tCO₂e). It involved:

- Installing air source heat pumps (ASHPs) to 160 properties – with savings of 458 tCO₂e. This involved replacing a mix of communal boilers in 2 block flats (with residents previously on an ‘uneconomical’ service charge) and individual 15+ year old gas boilers with ASHPs.
- Deep retrofit of 2 properties bringing EPC levels from D/C to A+ – with savings of 12 tCO₂e
- Installing ground source heat pumps (GSHPs) to 334 properties – with savings of 1,113 tCO₂e. This involved replacing communal boilers with GSHPs in 4 blocks (with residents previously on an ‘uneconomical’ service charge), and obsolete shared gas boilers and Switch 2 meter systems with GSHPs in 3 multi-storey blocks.
- Installing PV and battery systems to 133 properties – with savings of 296 tCO₂e

3.3.4 Social Housing Decarbonisation Fund (SHDF)

3.3.5 Maximising external funding to support our housing retrofit objectives is of crucial importance, not least in the context of our owned and managed properties and in helping us manage our significant Housing Revenue Account (HRA) affordability challenges.

3.3.6 In April 2023, the Council was informed of the success of our bid under Social Housing Decarbonisation Fund (SHDF) wave 2.1. As described in our March 2023 Report, in November 2022, as part of a Greater Manchester wide consortium led by Greater Manchester Combined Authority (GMCA), we participated in the submission of a bid to DESNZ under the SHDF programme. Our bid was for a total grant contribution of £11.65m to improve just over 1,600 properties. As described, this funding is available for certain defined retrofit measures only, is in most cases limited to bringing properties up to an EPC Band C and requires a minimum co-funding contribution requirement of 50% by bidding RPs. Nevertheless, this funding provides a much needed contribution to enable the delivery of our substantial SHDF Programme involving energy improvements and renewable energy technologies, alongside other essential Decent Homes and Building and Fire Safety works. The total estimated cost of our SHDF Programme is £49.71m, £41.15m of which relate to grant eligible works and, with a grant of £11.65m, our contribution to these works is £29.5m (just over 71% of the total costs).

3.3.7 Our SHDF Programme involves 1,603 properties within 6 distinct and varied projects as follows:

- Anita & George Leigh Street – 30 low rise flats and terraced properties within a conservation area

- Newton Heath high rise flats and nearby low rise flats – consisting of 288 properties in 4 tower blocks and 24 low rise cottage flats (being delivered as one project given their close proximity)
- Monsall high rise flats – consisting of 186 properties within 3 tower blocks
- Riverdale maisonettes – consisting of 28 properties
- Boiler replacement project - consisting of 1,037 terraced, semi-detached and parlour houses where gas boilers are reaching the end of their useful life
- Void project – consisting of 10 properties, involving 10 void properties (to be selected) to help steer the approach going forward to void properties and feeding into our void standard.

3.3.8 One of the main requirements of the funding is that the grant needs to be spent by March 2025, with the Council's co-funding of grant eligible works needing to be spent by September 2025.

3.3.9 This SHDF Programme of works sits alongside a Capital approval of £47m for other housing capital works, in the financial years 2023/24 and 2024/25. Taken together, this represents a very significant programme to be delivered by March 2025. By comparison, it is around twice the amount p.a. of the annual housing capital programme during the previous few years. Consequently, there has been significant consideration to ensuring the conditions for successful delivery of this housing capital programme, including the requirement for extra staffing resources.

3.3.10 In terms of the SHDF Programme, the ability to deliver at this scale is a clearly recognised risk, alongside a range of other risks given the relative novelty for the Council of these large-scale DESNZ-funded retrofit programmes and the high level of complexity in our Programme. Robust risk management is a vital component of the SHDF Programme and timely and effective mobilisation of the Programme has been crucial.

3.3.11 The development and mobilisation of our SHDF Programme has inevitably been a high priority for the Council and has taken up a significant amount of available capacity over the last 12 months. In summary, over the last 9 months, our mobilisation activity has included:

- Obtaining approval for the SHDF capital budget and approval to spend, as part of the (HRA) capital approval process – building on an already approved capital programme and with the final element of £20m approval for our Boiler Replacement project being put in place in July 2023.
- Identifying, aligning, and building existing and new staffing resources – mainly internal, but also some additional external resources, for example to strengthen the crucial resident engagement needed to make this Programme a success.
- Developing and providing robust and effective programme/project management and leadership and as part of this, developing the governance arrangements.
- Developing and implementing a procurement strategy across the Programme, which in summary so far has involved:

- Commissioning PAS2035 related services such as Retrofit Co-ordination, Assessment and Design covering a proportion of all 6 projects and covering 100% requirements for 4 out of 6 projects.
- Undertaking Retrofit Assessments to just under 300 properties so far, across most of the projects.
- Engaging a main contractor for one of the projects (Newton Heath) which has a total estimated cost of £15m.
- Developing invitation to tender documents with a view to engaging works contractors for all other projects.
- Engaging with GMCA, including in relation to monitoring and reporting requirements and other requirements of the Grant Funding Agreement (GFA) which has recently been made available for signing by the Council.

3.3.12 **General approach and investment for the future**

3.3.13 As indicated, we have made significant zero carbon related investment in our owned and managed housing over the last few years and have made a continued commitment to do so over the next 2 years. The external funding opportunities are, of course, crucial to us but are not at the scale that is required to meet our zero carbon targets.

3.3.14 One of the biggest challenges we face in meeting our zero carbon targets in relation to our owned and managed housing is funding and affordability within the HRA. The current 30-year HRA Business Plan does not include most works required to enable the Council to achieve its zero carbon targets by 2038. Based on previous technical work, the cost of retrofitting this housing stock was estimated to be an additional £211m or £16.5k per property. This is the cost over and above the works already planned. The cost of this will not be achievable from within the ringfenced HRA without government support and/or changes to the current HRA regulations.

3.3.15 It should also be pointed out that as this estimate was undertaken almost 4 years ago the costs are likely to have increased significantly due to inflation, new quality standards and higher demand for retrofit services, technologies, and materials. We have commissioned a refresh of the study to improve our understanding of the required measures and associated costs and the outcome of this will be available to us over the coming few months.

3.3.16 Given the increasing requirements and expectations on housing providers in relation to stock condition and responsive asset and repairs services, our zero carbon programme inevitably sits amongst other competing priorities for the HRA and other resources, including in relation to Decent Homes, Building and Fire Safety and Damp and Mould issues.

3.3.17 It is important that we take a strategic view and deliver the programme to meet our zero carbon targets in manageable phases. Housing Services are in the process of delivering a full stock condition survey for the 12,000+ properties managed by them. This will include capturing information that can help better

understand energy performance of homes. It will also ensure full understanding of the overall stock investment requirements.

- 3.3.18 The technical work to understand the cost of meeting our targets as described above, together with the stock condition survey results and other data and intelligence, will help underpin our housing retrofit plan and the emerging Housing Services' Asset Management Strategy (AMS) and assist with establishing a future capital programme and investment plan for our housing stock.
- 3.3.19 We are also working to develop a new Void Standard. This will be underpinned by other technical work and a voids pilot (as part of the SHDF Programme). It will essentially consider the opportunities for energy works and new technologies when a property becomes void, whilst balancing off the implications of increased void turnaround times and managing void rent loss.
- 3.3.20 In relation to the future external funding landscape to support investment in our owned and managed properties, the potential for more government funding similar to SHDF remains to be seen. Whilst details of future funding streams are not available as yet, there are likely to be more funding opportunities to enable us to invest beyond the end of 2025 when the current SHDF finishes. The announcement in the last few months of a new GM Trailblazer Devolution Deal is very positive and, although the details are not yet available, the prospect of funding for this and other areas with more flexibility and control at GM level is a welcome development.

3.4 **PFI Contracts**

- 3.4.1 Our reports in September 2022 and March 2023 described in some detail the position in relation to PFI contracts and zero carbon objectives. They pointed out that all the 2,700 homes under the Council's three PFI schemes have undergone energy efficiency and carbon reduction works, with the average EPC rating rising from band E to band C. We pointed out that the contracts are at different stages in their development of zero carbon plans and described the fact that we were working towards a target of having zero carbon plans in place for all PFI-funded contracts by the end of March 2024 (with a target for draft sustainability strategies in place by the end of March 2023).
- 3.4.2 In our March 2023 report, we indicated that positive progress had been made in the development of these plans. We explained that Miles Platting PFI (1,400 properties), were building on their already established sustainability strategy and that in relation to the other contracts, Plymouth Grove (500 properties) and Brunswick (800 properties), archetype surveys and modelling work was required to underpin this and develop costed pathways to low carbon to meet the Council's zero carbon strategic objectives.
- 3.4.3 Since March 2023, we have continued with this positive collaboration and work, with the current position being:

- On the Miles Platting PFI project the draft sustainability strategy was completed by the end of June.
- For the Grove Village and Brunswick PFI projects, we have been considering the outcome of the nearly completed surveys and modelling work which are required to underpin their draft sustainability strategies and we are expecting that these strategies will be available by the end of September 2023.

3.4.4 We continue to meet with each PFI contractor to refine, shape and monitor progress of each sustainability strategy.

3.4.5 Key challenges for us will include incorporating these measures into historical, long-term contracts where zero carbon requirements were not originally included and managing inevitable competing priorities of other essential works. Funding is perhaps the greatest challenge, as currently there is no external funding available for properties at EPC C and insufficient funding within existing contracts to deliver all priorities. Achieving operational savings is a potential option (i.e., omitting some work already in the contract and replacing it with low carbon alternatives). However, these will not fund the whole transition to zero carbon and there are obvious implications on competing priorities. We continue to engage with others including the North West Zero Carbon Hub on potential funding solutions for this area.

3.5 Investing in Heat Networks

3.5.1 Heat networks allow us to progress towards zero carbon in high density areas where other technologies, such as individual air-source heat pumps, may be difficult to implement due to space, noise, aesthetic, or other constraints. We continue to contribute to the research and development of new and expanded heat networks (for our own stock and beyond), where possible taking advantage of local low carbon heat sources.

3.5.2 Programmes such as HAES and SHDF have allowed us to start upgrading our communal heat networks with low carbon technologies. We have also recently applied for funding through the DESNZ Heat Network Efficiency Scheme (HNES) to improve the operational efficiency of our existing communal and district heat networks. This funding would allow us to optimise the operation of some of our older networks, ensuring that tenant bills remain as low as possible. This will be done through a Phase 1 revenue project of research and assessment of existing condition and performance, and, subject to findings, a bid for Phase 2 capital funding to undertake any recommended works. A particular opportunity to utilise this funding is the Plymouth Grove heat network within the Grove Village PFI area which serves approximately 500 properties in the area, including both social and privately owned housing.

3.6 Other Social Rent

3.6.1 As indicated above, the Council own by far the largest proportion of the social homes in Manchester, with three other RPs – Wythenshawe Community Housing Group, One Manchester, and Southway Housing Trust - owning the

next largest proportions. The Council's housing and that of these RPs represent the majority (approximately 70%) of the total social housing stock in Manchester.

- 3.6.2 The majority of RPs with stock in Manchester are members of the Manchester Housing Providers Partnership (MHPP). As indicated in the previous Scrutiny Reports, MHPP members have worked collaboratively to baseline their housing emissions, with information covering 85% of members' stock having been completed. Work has recently commenced to update this information and compare this to the baseline.
- 3.6.3 In addition, we have continued to work collaboratively with the three RPs listed above through a MHPP zero carbon workstream to develop costed investment plans to zero carbon and to share learning. This group will be widened out to all MHPP members in due course.
- 3.6.4 As part of the recent MHPP Review, workstreams will now be known as Strategy Delivery Groups and will align to a MCC Strategy. We have agreed to align to the Council's Housing Strategy (more specifically the zero carbon aspect), Climate Change Plan and our emerging Housing Retrofit Plan. We are also refreshing the groups' terms of reference.
- 3.6.5 Several MHPP members continue to develop and deliver various housing retrofit schemes, including ERDF and SHDF funded schemes. Lessons learned from these schemes will continue to be shared through our various arrangements. One of the largest of the ERDF funded schemes is the Arrowfield Low Carbon Communities Project, delivered by Southway Housing Trust and involving 360 homes. This scheme will be showcased as a positive case study as part of this report to Scrutiny.
- 3.6.6 Across the Greater Manchester wide consortium, SHDF involves 18 RPs including ourselves and is set to deliver improvements to a total of 5,400 properties. Just over 60% (3,400) of the properties benefiting from this funding are within Manchester, with just under half of those being delivered by the Council (1,600 properties). Through the arrangements described above, and additionally through specific SHDF arrangements being put in place by GMCA, we will ensure that we collaborate, share best practice, and keep track on this activity across the Manchester area.

4.0 Private Housing

4.1 Introduction

- 4.2 By far the largest tenure in Manchester is private housing, with 79,300 of these being owner-occupied properties and 93,400 private rented. We continue to develop and deliver approaches to retrofitting these properties to meet our targets and deliver our objectives. Whilst it is recognised that there are many other ways of segmenting private sector properties/households, in our description of activity, we separate 'vulnerable and low-income' from 'willing to pay' households, where appropriate and where schemes and help

available for these groups differ. We also discuss the private rented sector and leasehold properties within the Council estates as separate topics due to the unique challenges in retrofitting these properties.

- 4.3 There are some significant challenges in retrofitting privately-owned properties, not least the level of control/influence that the Council can have and that of our partners and stakeholders. In general, we are constrained by the lack of accurate data on the condition of Manchester's privately-owned housing, making it difficult to plan and implement retrofit interventions and measure the city's progress towards net zero. There are also limited funding opportunities available to this sector. With the current cost of living crisis and energy price increases, there are an increasing number of property owners and households who are struggling with the affordability of energy costs meaning that there are increased limitations on the extent to which owners are in practice 'willing to pay' for retrofit.
- 4.4 Given these factors, it is even more important now to continue working to facilitate improvements in private properties and linked to that, focus on a range of financing options as an enabler for the city's delivery of retrofit activity.
- 4.5 **Activity targeted at vulnerable and low-income households**
- 4.6 Since our report in March 2023, we have continued to identify and access funding schemes and routes from various sources, to assist vulnerable and low-income households in retrofitting their properties. In the following sections, we describe these various schemes and routes. More generally, we continue to work with our partners, including GMCA, to simplify access to funding schemes and ensuring that those most in need are provided with appropriate guidance and support in accessing the funding and low carbon technologies.
- 4.7 **Home Upgrade Grant 2 (HUG2)**
- 4.8 At the time of writing our March 2023 report, we were awaiting the outcome of a funding application to DESNZ under the Home Upgrade Grant 2 (HUG2) scheme. Very positively, we were successful in our bid and, alongside our SHDF Programme, have been focusing on the mobilisation of this scheme to achieve successful delivery.
- 4.9 As described previously, this funding provides grant for energy efficiency measures and clean heating to be installed in owner occupied and privately rented properties occupied by low-income households. These are households with income of less than £31k or are occupying properties located in certain deprived postcode areas as defined by DESNZ. In the case of private-rented properties, only small portfolio landlords are eligible, which in this scheme are defined as those who own less than 4 properties in total. Social properties may also be eligible if they are situated amongst private properties and that excluding these properties from improvement would be detrimental to the improvements of the surrounding properties. Eligible properties must also not

use gas as their main heating fuel and have relatively low energy performance (EPC D or below).

4.10 Our bid related to 500 properties and a capital funding amount of £10.4m, which includes funding (grant) for property owners for measures, together with funding to enable the Council to cover the full cost of delivery of the scheme. Given the eligibility criteria, it is expected that our projects will include the targeting of poorly insulated, electrically heated apartment blocks in the city, and our strategy is to target owner occupiers in these blocks. Due to the Leasehold nature of these properties, Freeholder engagement will also be required to ensure their buy-in and to try to prevent any restrictions being imposed by Freeholders to the work being undertaken, particularly if the Leaseholder in situ has agreed to their completion.

4.11 Our mobilisation of this scheme has in summary involved:

- The engagement of consultants to develop our scheme, essentially focusing on refining our data further, considering technical feasibility, considering the potential level of take-up, and hence establishing a long and short list of target areas and deliverable projects. It also includes the undertaking of 50 Retrofit Assessments to further help our scheme development. This work is progressing well, with a resident engagement plan to be put into place with a view to commencing engagement and assessing likely take-up imminently.
- The development and implementation of a procurement strategy for delivery of the scheme. The approach we are taking is to engage a Turnkey Contractor to deliver all aspects from resident engagement and lead generation to checking eligibility through to getting people signed up and undertaking Retrofit Assessments, Co-ordination, and Design and in carrying out works/installation and managing all the post installation activity. We are currently out to competition for this Contractor and are on track to have a contractor in place by the end of September/early October.
- The consultancy activity works hand in hand with the procurement of the turnkey contractor. Developing alongside the procurement period and timed in such a way that the outcomes of the activity segway into the appointment of the contractor, enabling us to get to a position where we can steer the contractor to deliver in an appropriately targeted way, with minimum delays and hence assist us in managing delivery risks such as failure to meet the challenging delivery timelines of the funding (i.e., by end March 2025).
- Similar to the SHDF Programme, we have been getting ourselves into a strengthened position to deliver this scheme, including developing our governance, staffing capacity and arrangements and our monitoring and reporting.
- Our Governance arrangements for this scheme are similar to the SHDF Programme, with an important difference being that the Council in this

case have the direct relationship with DESNZ (rather than in the case of SHDF with GMCA).

- Other activity has involved ensuring that we are able to successfully achieve the next steps in this funding which is a new and different approach to other funding provided by DESNZ and consists of a detailed procedure to demonstrate readiness for and ability to draw down the funding in line with delivery.

4.12 **Energy Company Obligation 4 (ECO4)**

- 4.13 This funding focuses on supporting low-income and vulnerable and fuel-poor households, mainly through installation of insulation and heating measures, with policy aims being to reduce fuel poverty and energy bills in the long-term and reduce carbon emissions. All obligated energy suppliers are required to deliver measures under ECO4 (the fourth round of the ECO programme). The scheme is available to those homeowners who are in receipt of means-tested benefits and live in EPC D–G rated properties; however, the Council can also refer private tenure households that are living in fuel poverty or are on a low income and are vulnerable – this is known as ECO Local Authority Flex. This scheme is also available to Private Rented Sector properties occupied by qualifying households.
- 4.14 From April 2023, the Council is delivering ECO4 Local Authority Flex through a GMCA-appointed delivery contractor, Improveasy. Improveasy is currently identifying eligible households and is focusing their efforts on the marketing of the scheme via social media, local schools, and direct letters to households, though this is also now expanding to work with specialist organisations to identify older vulnerable residents where works may be possible to install prior to winter. In addition, Manchester residents can self-refer to the scheme via the GMCA website <https://gmca.retrofitportal.org.uk/home> which has recently been re-launched with expanded programme inclusion. Within the financial year to date (mid-August) Improveasy have completed 26 installations, with an additional 10 properties signed up. This has provided an estimated saving of 115 tonnes of CO2 by the end of the year and average bill savings of £526.
- 4.15 In relation to a specific situation, where social housing in an area was provided with high levels of investment, but the privately-owned properties amongst them were not able to be improved at the same time, the Council is looking to provide some opportunities for improvements for these private sector owners. This is a challenging situation, with the options for improvement in the private sector properties being, on the face of it, limited. However, we are working with various partners and others, including Improveasy, around the possibility of ECO4 funding, to look for potential solutions. This will help us develop future plans for these challenging mixed tenure areas.
- #### 4.16 **HELP Scheme**
- 4.17 HELP is the Council's scheme for assisting homeowners and some private sector landlords to get access to low interest finance. Interest-free loans can

be made for energy efficiency works and heating system upgrades (administration charges apply). Loans of up to £10k are typically paid back within a maximum of seven years, or on sale of the property or death of the assisted person. Care and Repair Manchester administer the scheme on the Council's behalf and the majority of residents who take advantage of this scheme are elderly and often in crisis.

4.18 Warm Homes Manchester

- 4.19 The Warm Homes Manchester programme receives funding from the Warm Homes Fund, a national £150m fund administered by Affordable Warmth Solutions. This small programme is progressing with property identification and retrofit assessments of eligible properties in order to install first time low carbon central heating (air source heat pumps), and where possible loft and cavity wall insulation. The programme will fund upgrades to approximately 50 properties in Manchester by the end of Quarter 1 2024/2025

4.20 Other Schemes

- 4.21 In addition to the above, there are schemes coordinated by external parties which offer emergency heating and energy efficiency measures to vulnerable households in distress. We will continue to work with these organisations and others to ensure that these are made available to Manchester residents. We are also working in collaboration with the Cost of Living Advice Line team to allow referrals to be made and help to be accessed, via the range of opportunities, by those who most need it.
- 4.22 The number of properties targeted through all the above schemes has increased from a few hundred in September 2022 (the date of our first report) to several thousand in 2023. However, there remains an evident gap in the amount of help (both financial and support) available to vulnerable and low-income households. Further work is required to identify and establish suitable financial products and advisory services, as discussed further in Section 6.

4.23 Activity targeted at Willing to Pay Households

- 4.24 As explained in our previous reports, GMCA has launched a service which provides impartial advice to homeowners on what they need to do to retrofit their homes, the likely costs and potential funding opportunities, in addition to the provision of guidance and support to get the works completed. The scheme, branded Your Home Better, helps alleviate the uncertainty that many homeowners currently have around how to retrofit their homes. Launched in June 2022 and, albeit still at a relatively low level, the scheme has continued to build momentum through a targeted mail drop and adverts in central transport hubs, including Manchester Piccadilly and the Metrolink. The main challenges being experienced by GMCA in this scheme relate to the ability to convert resident interest into action, which is constrained by supply chain issues (especially relating to installation as part of this scheme) and funding opportunities for residents.

- 4.25 The service is currently geared to benefit the willing to pay market and the intention is to bring in financial solutions for homeowners to access green finance products, which would likely make retrofitting more appealing to many owner occupiers. GMCA is currently working with Manchester Credit Union which offers loans for a period of 10 years at 5.5% APR and is investigating options for other finance options for homeowners. We are also working with GMCA to explore the provision of direct loan facilities by Manchester or an intermediary at 0% interest or low interest rates to further expand the market reach for willing to pay homeowners who can't afford a 5.5% APR model.
- 4.26 The scheme has ambitious plans to expand to become the retrofit agency of choice for the region and be able to meet the demand from Greater Manchester residents. We will continue to work with GMCA to seek to obtain more traction with this scheme and ensure a strong take up and maximise the benefits of the scheme to Manchester residents. GMCA have commissioned Salford University to review both the offer and the marketing, with a particular focus on financing as this is regularly identified as still being a barrier for the willing to pay market.
- 4.27 Since our March 2023 report, GMCA has also very recently launched a "retrofit portal" which aims to assist with directing private residents towards accessing the funding stream which is most appropriate to their circumstances and needs.
- 4.28 They have also partnered with Octopus Energy over the last few months to assist and facilitate access to the government's Boiler Upgrade Scheme (BUS), which provides grant contribution towards the cost of heat pumps. GMCA's partnership with Octopus Energy aims to identify, approach and support owners of properties which already have adequate levels of home insulation to benefit from an air-source heat pump part-funded via this government grant. Since our last report in March 2023, potentially suitable households have been approached with a direct letter campaign and those interested can apply for a detailed survey to be done in their home. It is noted that this offer is again aimed at the 'willing to pay' customers, as the remaining balance (total cost minus the government BUS grant of £5,000) will need to be paid by the homeowner. For a typical house the homeowner contribution is expected to be in the region of £4,000, although this may increase to approximately £7,000 for more complex jobs. However, Octopus have recognised this as a barrier so are intending to launch a financing plan through a third party to support accessing the service at 11.2% APR.
- 4.29 Overall, 3,200 potentially suitable homeowners have been approached through the letter campaign. We will continue to work with GMCA on this scheme and the partnership with Octopus Energy to increase the take up rate of this scheme which has so far been rather limited, with Octopus reporting in August that only 11% of contacts progressed to a quote, and of those only 12% have progressed to a works order, with only a single install completed to date. As well as a finance option, Octopus are also working on a variable tariff and a service plan as further incentives and barrier removals.

4.30 **Activity targeted at all households**

- 4.31 Since our last report in March 2023, the government has also soft launched a new scheme: The Great British Insulation Scheme, with the formal launch expected to be very soon. This scheme is designed to help people insulate their homes, make them more energy efficient and save money on their energy bills. It will fund single 'cost-effective' retrofit measures (such as loft or cavity wall insulation), which contribute towards lowering energy bills and reducing greenhouse gas emissions. The funding will be available to all those in Council Tax bands A-D. For owner occupiers an EPC rating below D and for private rented properties EPC ratings of D or E are qualifying criteria.
- 4.32 Those who are eligible for ECO4 LA Flex (described in section 4.2.2) also qualify for the Great British Insulation Scheme. We will be looking at ways to maximise this funding, working together with GMCA.

4.33 **Private Rented Properties**

- 4.34 The biggest group of properties in Manchester, 93,400 in total, are owned by private landlords. We do not currently hold detailed and comprehensive information about the sector, although estimates suggest that there are likely to be around 10,000 private sector landlords across Manchester. This intelligence gap is one of the many reasons why engagement with the sector in relation to the zero carbon agenda challenging.
- 4.35 A particular issue relating to landlords is that retrofit works are typically paid for by the landlord, whilst the tenant benefits from the warmer, more comfortable home and lower energy bills. There are increasing demands in the sector around damp and mould and the proposed changes in the Renters Reform Bill and the net effect of this situation is that landlords are less likely to have the willingness and/or funding to improve the energy performance of their properties.
- 4.36 We continue to work with Housing Compliance and Enforcement team within the Council in relation to the existing and upcoming requirements on private landlords in relation to energy performance and to seek an appropriate approach to and balance between enforcement and assistance for this sector. Our collaboration continues to ensure that landlords adhere to the national Minimum Energy Efficiency Standards (MEES). The Council does not currently carry out specific investigations in relation to MEES but rather embeds these checks in their other processes, for example when assessing for licensing or responding to damp/mould/excess cold issues. It should be noted that MEES currently only requires rented properties to be at EPC band E or higher, with exemptions available too, and is, therefore, of limited help towards enforcement of standards. GMCA are however looking for routes to improve enforcement, including through their own Good Landlord scheme which would sit separately to selective licensing by the council. The timescales for movement for the MEES to be EPC C is currently under government review.

- 4.37 As referred to above, landlords and tenants can access help and support for retrofitting their properties through the GMCA's Your Home Better Service. Some funding streams, such as ECO4 and HUG2 (typically only for small landlords) also apply.
- 4.38 We will continue to identify appropriate channels for communicating with the landlords in the city and are working with GMCA and others to lobby for tighter minimum energy efficiency standards to be put in place.

5.0 Cross Tenure Approaches and Area Based Schemes

5.1 Leasehold properties within Council-Owned estates

- 5.2 A very specific issue for privately-owned properties is presented by the leasehold flats and maisonettes which have been bought under the Right to Buy scheme within estates managed by the Council (and other RPs). Within the Council-owned estates there are currently just under 500 leasehold properties, the majority of which are low rise flats and likely to still have individual gas boilers similar to other council properties in these buildings. A small number of leasehold properties are also connected to the Council's communal heating systems in high and low-rise blocks.
- 5.3 Some Government funding (such as SHDF) allows us to make improvements to leaseholder-owned properties as part of wider social housing improvement schemes. Indeed, in our SHDF Programme, there are 7 leaseholder properties specifically identified. These schemes typically require a contribution from the leaseholder, but at a much lower rate than the full cost of retrofit works. The Council's position is to recover this cost from the leaseholders. Where possible, a variety of options will be offered, including, for example, a longer repayment period, an equity loan, or an offer for the Council to purchase the property and for the leaseholder to remain as a tenant. These options will be determined on a case-by-case basis and communicated to the leaseholders in early stages of the schemes.

5.4 Other leaseholders

- 5.5 The Council's general approach to housing regeneration over the years has been to dispose of land on a long leasehold basis to developers, with the Council retaining the freehold. In some specific circumstances the lease restricts the resident from altering the external appearance of their property. This has been interpreted in some cases by the interim landlord (not the Council) as a restriction on low carbon work such as fitting solar panels.
- 5.6 Each lease will be specific to each development and, where appropriate, the Council will work with the interim landlord and leaseholders to reach an agreed solution.
- 5.7 **Neighbourhood-based approaches to retrofit**

- 5.8 It is now recognised that area-based retrofit schemes (also called neighbourhood-based retrofit schemes) provide opportunities to take a cross-tenure approach, to regenerate neighbourhoods beyond the zero carbon agenda, to take advantage of economies of scale and develop local skills. The challenge around area-based schemes is typically around funding and encouraging residents to spend significant sums of money to upgrade their homes at timescales which may not fit their other plans, even when these costs may be lower than if they were to undertake the work entirely on their own.
- 5.9 The council is continuing to explore how a neighbourhood-based model could be used to deliver the decarbonisation of homes amongst other local low carbon schemes. Further funding is being sought from external sources to provide additional resource to deliver this and further information is expected to be available in early 2024.
- 5.10 We also continue to support the work of the Carbon Co-op on their Levenshulme-based neighbourhood scheme which saw a planning application submitted for the proposed retrofit works in June 2023. Work on site is expected to commence in February 2024.
- 5.11 These schemes are expected to generate significant amounts of learning around the design and funding of neighbourhood-based interventions, resident engagement, the delivery of social value through creation of local training opportunities and jobs and more.

6.0 Resident Engagement

- 6.1 Effective resident engagement is a key component to both raising awareness of the importance and benefits of retrofit and successfully delivering retrofit schemes. In our report in March 2023, we presented a Draft Resident Engagement Plan, the development of which had involved undertaking a combination of learning seminars, workshops, and discussions with colleagues from a broad range of teams across the Council, including Neighbourhoods, Work and Skills, Communications, Zero Carbon and Housing Services and other teams in the Council. This Draft Plan is grounded in best practice, learned experience and compassion.
- 6.2 Resident engagement plans for our retrofit programmes, including SHDF and HUG2, are underpinned by our Draft Resident Engagement Plan to ensure that our resident engagement is effective and enables the delivery of these programmes.
- 6.3 As part of mobilisation of SHDF and HUG2 programmes, we have also been considering our existing internal resources, how to most appropriately bring in and harness resources from our delivery partners (e.g., contractors) and the opportunities for bringing in additional engagement resources.
- 6.4 To support the delivery of SHDF we have recently procured an external consultant to augment and support our internal resources and approach. Their

services will commence in September, with essentially a two-fold remit: firstly, to deliver a customer engagement strategy and framework that builds on their knowledge and experience of delivering similar programmes and secondly, to support and deliver a level of on the ground resident engagement services. This will be funded through the SHDF Programme budget.

- 6.5 Although the focus of this will be for the delivery of the SHDF Programme, the aim is to provide building blocks for other programmes and to feed into our broader emerging Engagement Strategy.
- 6.6 To support the HUG2 programme delivery, we will also be utilising funding secured by GMCA from the Local Energy Advice Demonstrator (LEAD) Project funded by the NW Zero Carbon Hub. A component of the bid, relating to our HUG2 project was developed in partnership between GMCA and ourselves. It will provide additional engagement resources in the form of in-person energy advice to residents who we will be targeting for our HUG2 project, throughout their whole journey.
- 6.7 More generally, this LEAD Project aims to act as a single point of grant eligibility information in GM, identifying and signposting residents to schemes they may qualify for. We will be working with GMCA to maximise the opportunities and benefits of this for our residents.
- 6.8 We have also supported others in recent bids to Ofgem/Energy Saving Trust: Energy Industry Voluntary Redress Scheme. The scheme aims to improve access to vulnerable households to retrofit funding and technologies. We are awaiting the outcome of this bid.
- 6.9 Furthermore, more generally we have updated the Council website to signpost residents to wider resources and, in particular, the central retrofit information hub maintained by GMCA.
- 6.10 We have also been working on our communications strategy in relation to housing retrofit more broadly. For instance, working with our communications colleagues and others, we have been looking at how we more effectively engage and update Ward Councillors on our retrofit programmes and activity. An update on the SHDF and HUG2 programmes has recently been circulated to all members.

7.0 Skills

- 7.1 Large-scale retrofit will require thousands of new operatives to be trained and upskilled to undertake retrofit work. We continue to work closely with the Work and Skills team to address potential challenges and identify opportunities for early interventions. To support retrofit skills in Manchester, the Council's Work and Skills team have embedded retrofit within the Liveable and Zero Carbon priorities in the refreshed [Work and Skills Strategy](#).

- 7.2 An outcome of this priority is the creation of a retrofit working group with GMCA, the Growth Company and local training providers. A workshop has been held between the participants to:
- discuss the mobilisation of large scale retrofit programmes in a way that provides the required skills for delivery within the current skills and funding system
 - inform contractor procurement of desirable social value processes and outcomes and align these to the North Manchester Benefits Framework with the aim of maximising skills and training opportunities for Manchester residents
 - identify ways for matching training providers with principal contractors when potential skills gaps are identified
- 7.3 Ongoing engagement with the retrofit working group provides a broader partnership forum and is a good route to engage with key partners as we progress with retrofit contracts via the framework and direct procurement approaches and related contractual social value requirements.
- 7.4 The recent launch of the [Green Skills Academy](#) in Trafford Park is gaining good traction and delivering the Journey to Net Zero programme, a fully funded training programme available to every working person in Greater Manchester which is accelerating the region's ambitions to be carbon neutral by 2038.
- 7.5 The academy hosted an event in August for the Work and Skills executive member, key zero carbon portfolio leads and executives to provide an overview of the Centre and see first-hand the impact the academy is on having on upskilling Manchester residents as well as cutting edge technology in the new build and retrofit fields.
- 7.6 Council internal staff new to retrofit programmes or those requiring upskilling are also benefitting from the programme, with one colleague recently completing a specialist course in retrofit on pre-1914 properties, which will assist with supporting the private sector in particular.
- 7.7 DESNZ also provide significant amounts of support for the delivery of the SHDF and HUG programmes with best practice hubs for both programmes providing webinars, guides, and podcasts amongst other offers to ensure continuous learning and improvement for programme delivery. A one-day introduction to retrofit course is being delivered in August with one new member of the Zero Carbon Housing Team attending.

8.0 Working with GMCA on Skills

- 8.1 We continue to work closely with GMCA providing support and promotion of commissioned activities to improve the provision of retrofit skills in Greater Manchester.

8.2 GMCA have provided below a summary of Work and Skills activity from the Retrofit Taskforce Performance Framework:

Number of MCS accredited installers registered (and active) in GM (running total)	34 (Q3 2022/23)
Number of new TrustMark accredited installers in GM (cumulative)	313 (Feb 2023)
Increased learners (starts) on relevant courses - based within the sector skills areas e.g. Solar PV, Heat Pump installation, insulation.	12,430 (2021/22)
Number of construction workers upskilled (achievements)	636 (Mar 2023)
Number of new apprentices in Construction sector	1,461 (2021/22)
Number of related Green Careers engagements	442 (Mar 2023)

8.3 Despite the progress detailed above, skills challenges remain within the sector such as:

- Qualification structures are still not agile enough to deal with the pace of change.
- Traditional construction skills remain a challenge for the sector which is booming. Current Greater Manchester construction pipeline is estimated at £17bn, and in addition to this, HS2 is expected to result in a significant demand for skills from 2026 onwards.
- Retrofit Assessment not delivering at the scale required currently and remains a risk.

9.0 Funding

9.1 A range of funding opportunities, many of which we are benefiting from or are considering, are described throughout this report. In addition, as described in our previous reports, the Council has established a Zero Carbon Finance and Investment Sub-group to investigate funding opportunities for zero carbon work and to engage with others externally on this agenda.

9.2 As part of wider consortia, we have also bid for and participated in externally funded projects aiming to identify potential funding sources for home retrofit and making funding easier for homeowners to access. These include Ofgem's Strategic Innovation Fund: RetroMeter project. We worked with Electricity North West Ltd, Carbon Co-op, Energy Systems Catapult and EP Group to model cost savings achieved through home retrofit and the associated savings in grid infrastructure upgrades. This approach could open up future funding streams for home retrofit and we have applied for further funding to continue the work. A video introducing our Discovery Phase project is available here: <https://www.youtube.com/watch?v=Df4rbAQbD5w>

- 9.3 We are also working with various partners to explore new funding and financing mechanisms, in particular for local authority driven neighbourhood-based models, as discussed in Section 5.3.
- 9.4 As described, the government offers some, modest, support towards the decarbonisation of both social and privately-owned homes. However, there is a continuing need to lobby the government for more sustained, flexible and comprehensive funding and more appropriate policies across the housing retrofit agenda. The Council continue to work with GMCA in this respect.

10.0 Partnerships

- 10.1 We cannot achieve our challenging targets working in isolation and as described in our previous reports we are working with a broad range of internal and external individuals, teams and organisations.
- 10.2 Since the March 2023 report, we have continued to strengthen these partnerships and our collaboration.

11.0 Internal Staff Resources

- 11.1 A crucial part of developing and delivering the Retrofit Plan and managing the Council-led retrofit programme outlined in this report, is the availability of Council internal resource. This activity is led by the Zero Carbon Housing Team, which is part of Strategic Housing and sits within the Growth and Development Directorate. Since the last report, the team has been increased by two new fixed term posts as follows:
- 1 Senior Project Manager (fixed term 2 years) to primarily deliver the HUG2 programme has been in post since early July and has been instrumental in driving the project forward
 - 1 Assistant Project Manager (fixed term 2 years)
- 11.2 The Team will also see a further person joining in mid-September, taking up a Project Manager post which has been vacant for around 2 months. Together with the existing permanent Senior Project Manager and Programme Manager, this makes up the Zero Carbon Housing Team.
- 11.3 The team also draws on a range of internal individuals and teams, including around 40% of one Project Manager within Strategic Housing to support on engagement activity and capacity from various team members (at least 1.5 FTE posts) within City Policy who have highly relevant experience of similar programmes (e.g., ERDF) to support on the significant monitoring and reporting aspects of SHDF and HUG2.
- 11.4 The SHDF Projects are led by various Programme and Project Managers within the Capital Programmes Team (including the Design and Delivery Team), with the Programme being overseen by the Zero Carbon Housing Team.

- 11.5 As described elsewhere, there is also capacity brought in externally through a range of contractors and service providers, including consultants.
- 11.6 The Zero Carbon Housing Team and the wider Team has grown during the past few months and gone from strength to strength. This has been an absolute necessity to meet the requirements of our activity and especially the SHDF and HUG2 programmes. The revenue resources available within the capital budgets associated with these programmes has assisted us in funding additional posts and capacity without putting pressures on existing budgets. We will continue to pursue opportunities for additional funding to support capacity and increase our ability to build on our very strong foundations, achieve more, and contribute to the significant scale and complexity of the retrofit challenges.

12.0 Developing a Retrofit Plan Document

- 12.1 As described throughout this report, we are making very strong progress in developing and delivering activity to contribute to meeting our zero carbon housing targets. Our ambition to develop and publish a Retrofit Plan document has remained out of reach to date. However, given our strengthening staffing position, this will be amongst our priorities going forward. A realistic and appropriate timescale for this is suggested as follows:

Action	Timescale
Plan Development	Dec 2023-March 2024
Draft Retrofit Plan Document circulated for comment	March 2024
Engagement with Members	May 2024
Final refinements	June 2024
Final Retrofit Plan Document published	July 2024

- 12.2 In summary, this Plan will set out our ambitions, objectives, and targets, set out the issues and context, describe the opportunities, the risks and the challenges and set out options for meeting these and delivering the outcomes. An important component will be a detailed and live Action Plan. It will be supported by our engagement plan which will be further developed in tandem. Developing this plan and ensuring input and buy-in to activity will inevitably involve a wide range of internal and external stakeholders and partners.

13.0 Conclusion

- 13.1 As described in this report, building on the excellent foundations we described in our March and September reports, significant progress has been made in contributing to achieving our ambitions and targets in this important agenda. Our significant development and activity puts us in a much strengthened position to take this further and deliver more over the coming years.

14.0 Equal Opportunities

- 14.1 Retrofitting the city's housing stock will ensure healthier, more comfortable homes for Manchester residents and result in improved health and wellbeing for the city's residents. The consideration of vulnerable and low income households in the development of the plan will be key to ensuring just transition to zero carbon housing.

15.0 Risk Management

- 15.1 Key risks for the development and delivery of the Retrofit Plan include, but are not limited to, the following:

- Availability of funding for the Council, RPs, private homeowners and landlords
- Low demand for zero-carbon works by Manchester residents, particularly due to the current energy price crisis
- Lack of skilled, PAS2035 qualified retrofit assessors, coordinators and installers in the local area
- Shortage of supply of required technologies such as air source heat pumps
- Difficulties of engaging with certain stakeholders, such as private landlords
- Access to properties

- 15.2 As part of the individual project governance requirements, both the SHDF and HUG2 programmes have their own risk registers detailing the specific challenges and risks to their delivery. As SHDF is live, this risk register is reviewed along with an action log at regular stakeholder meetings. The HUG 2 programme will follow the same principles once mobilised with a contractor and has an additional layer of scrutiny through a fraud management register which follows the same principles.

16.0 Legal Considerations

- 16.1 Legal aspects to note include:

- The consideration of lease terms and conditions when planning zero-carbon works and the support offered to private homeowners within Council and RP-owned estates to ensure all necessary consents to the carrying out of the works are obtained and that the service and service charge arrangements in the lease terms cover the proposed works.
- Consent from existing mortgage lenders may be required to the carrying out of the works
- Consideration should be given as to how the cost of the works will be secured in relation to privately owned properties and if it is by way of a legal charge, if there are any prior mortgages then these will take priority over the Council's charge and consent from the prior mortgagee will need to be obtained before the charge can be registered on the title
- The consideration of lease terms and conditions when planning zero carbon works within privately owned and privately rented properties

outside social estates to ensure all necessary consents to the carrying out of the works are obtained

- Restrictions from Freeholders and/or estate management companies within privately owned and privately rented properties outside social estates, particularly in regard to external communal areas.
- The Council's need to utilise existing agreements and enter into various new contracts and agreements, including procurement contracts for works and services, grant funding agreements, memorandums of understanding and/or collaboration agreements, with funders, contractors, recipients.
- Any variations required to any existing contractual arrangements (especially PFI contracts) to permit the works.

17.0 Recommendations

- 17.1 The Scrutiny Committee is asked to consider and comment on this report and the Executive is asked to note the report and approve the recommendations.

18.0 References

- 18.1 Manchester Climate Change Partnership. Manchester Climate Change Framework (2020-25) – 2022 Update.

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Manchester City Council Report for Information

Report to: Environment, Climate Change and Neighbourhoods Scrutiny Committee – 7 September 2023

Subject: Manchester Electric Vehicle Charging Strategy

Report of: Strategic Director (Development)

Summary

To provide Members with an update on progress following the adoption of the Manchester Electric Vehicle Charging Strategy.

Recommendations

The Environment, Climate Change and Neighbourhoods Scrutiny Committee is recommended to consider and comment on the information in the report.

Wards Affected: All

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

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

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

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

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

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

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

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Background documents (available for public inspection):

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

- EV Charging Strategy (MCC) – December 2022

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

1.0 Introduction

- 1.1 Manchester has a target to be a net zero carbon city by 2038. Transport is the largest contributor to UK domestic greenhouse gas (GHG) emissions, contributing 24% of UK domestic emissions in 2020 (of which 52% was contributed by cars and taxis)¹. Although the main policy direction to help combat transport produced emissions lies in reducing the need to travel, modal shifts towards active travel and the increased use of public transport there is an acceptance that cars will still be used for some journeys but in these cases the cars should be as least polluting as possible.
- 1.2 In 2030 the UK government is due to bring in a ban on the sale of new petrol and diesel cars. As a result there is expected to be continued and significant growth in the sale of electric vehicles (EVs) along with requirements for additional infrastructure to be able to charge these vehicles. Although it is expected that those residents that have access to off-street parking provision are likely to install their own home chargers there will be a need for an accessible and efficient public charging infrastructure network to be available to those without off-street parking facilities.
- 1.3 The Government's Taking Charge Strategy², published in 2022 seeks an obligation on local authorities to develop and implement local charging strategies to consider how to best assist in the delivery of an accessible public charging network. The Manchester Electric Vehicle Charging Strategy (MEVCS) has been developed to meet this requirement and to set out the council's main focus for the provision of EV charging infrastructure within the city.
- 1.4 The MEVCS, approved in December 2022, sets out the potential role of Manchester City Council (MCC) in assisting in the expansion of EV charging infrastructure along with potential opportunities for delivery, possibly in partnership with commercial suppliers. The main focus of the strategy is in relation to public charging although it does note that the council also has a role to play in transitioning its own vehicle fleet, encouraging growth through planning requirements for new developments and in generally raising awareness as well.

2.0 Background

- 2.1 The number of plug-in cars licensed within Manchester saw a substantial increase in growth in the last decade and by the end of December 2022 this amounted to 1,484 vehicles³. Fully electric and plug-in hybrid vehicles are expected to grow to over 140,000 cars⁴ in Manchester by 2038 to make up approximately 75% of the total fleet.

¹ [Transport and environment statistics 2022 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/transport-and-environment-statistics-2022)

² [Taking charge: the electric vehicle infrastructure strategy \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/114444/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf)

³ DVLA

⁴ Local Area Energy Plan, Manchester 2021

- 2.2 The increase in EV registrations will have an impact on charging demands and the need for expanding public accessibility to charging infrastructure, either publicly or privately provided. Transport for the North have estimated that by 2030 when the ban comes into effect between 2,000 and 3,000 chargepoints will be required in Manchester. Data from the Department for Transport states that by April 2023 there were 155 public chargepoints within the city amounting to 28.2 public chargers per 100,000 people compared to 59.9 in nationally.
- 2.3 The vast majority of current EV owners are residents that have access to off-street parking and, as stated above, it is expected that they are likely to continue to charge at home using their own home chargers the majority of the time. This is considered to be the cheapest and most convenient method of charging private vehicles for most drivers. However, within Manchester over 60% of homes do not have access to off-street parking provision and these drivers will be reliant on the public charging network to enable them to transition to cleaner vehicles.

3.0 Main challenges

- 3.1 Although there is no statutory requirement for MCC to provide EV chargepoints the council sees its role as that of assisting the expansion of the public charging network to help fill the initial gaps in the infrastructure network until such time that it becomes viable for commercial operators to take over and become the primary suppliers. It is accepted, however, that in the long term there is likely to be a mix of publicly and privately managed/owned charging infrastructure to provide facilities for different customers with different charging needs.
- 3.2 There are currently 5 main types of chargepoints (ultra-rapid, rapid, fast, standard and slow) which allow the charging of vehicle batteries over varying different time periods with ultra-rapids being the quickest and slow being, as the name suggests, the slowest. These different types of chargepoints also have different electricity supply requirements ranging from as low as 3kW and under on a slow charger to over 150kW on an ultra-rapid charger.
- 3.3 As part of an initial programme it is proposed that the council assists in facilitating the installation of supplier owned, funded, maintained and operated EV charging infrastructure within its own car parks and at facilities with parking such as leisure centres, parks, libraries, etc. These are proposed to be predominantly 'fast' or 'standard' chargers (up to 22kW) which will allow users of the car parks to top up their batteries and, where the car parks are operational 24h hours a day, may also allow for overnight charging by residents. In locations where it is considered appropriate a small number of rapid chargers will also be installed as part of the overall programme.
- 3.4 The strategy is not proposing the introduction of on-street public chargepoints at this time although it is considered that such locations may be suitable for particular groups such as taxis/private hire vehicles (PHVs) as well as car club vehicles.

4.0 Public Charging Network

- 4.1 Greater Manchester (GM) has over 620 publicly accessible charging points (amounts to around 1,300 connectors as many chargepoints are dual headed)⁵ which are operated and maintained by a number of operators. Transport for Greater Manchester (TfGM) operate the publicly owned public EV charging infrastructure within the region under the Be.EV branding of which 30 chargepoints are located in Manchester. The network was originally installed in 2012/13 and there has only been small scale ad hoc expansions since then as grant funding opportunities became available. The publicly owned Be.EV network was reviewed and upgraded during 2019/20 when it was rebranded from GMEV to Be.EV.
- 4.2 The Early Measures project has so far delivered 23 publicly owned dual-headed rapid charging points within GM, with a further two charging points to be delivered this year to conclude this project. Within Manchester three locations were included under this scheme for public points with an additional point installed at a taxi rank for the sole use of hackney drivers.
- 4.3 The public charging network is also supplemented by a growing number of EV chargepoints provided by commercial operators in a variety of locations resulting in there being 155 chargepoints (around 300 connectors) in Manchester as of April 2023⁶.
- 4.4 Additional funding is available to the council to assist in the expansion of the public charging network. Funding that had been put aside by TfGM for this purpose from the City Region Sustainable Transport Settlement (CRSTS) has now been released by GMCA to the districts as the delivery mechanism of programmes going forward has now changed with the districts taking the lead. For MCC this allocation amounts to £1,108,160 towards capital investment. Funds will be released to the council in line with the agreed CRSTS drawdown process where it can be shown that it helps deliver charging in underserved or otherwise uncommercial areas as part of a commercial deal in partnership with a Charge Point Operator (CPO).
- 4.5 The Local Electric Vehicle Infrastructure (LEVI) grant is a government funding stream coordinated by the Office of Zero Emission Vehicles and is split into two elements, capability and capital funding. In April 2023, GM were advised on its allocation for 23/24 and 24/25. Funding has been made available across both funding streams, Capability (resource) and Capital (deployment) for the region.
 - £1.44m for Capability (primarily for recruitment, internal transfer or additional time spent by existing staff, but there would be consideration of a limited amount of consultancy)
 - £16.2m for Capital (primarily for residents without off-street parking, but consideration areas such as park and ride).

⁵ ZapMap

⁶ ZapMap

- 4.6 The proposed MCC allocation from the Capability fund amounts to £54,600 over the two financial years and will part fund the Policy Officer LAEP post in relation to the resource spent on EV related work. OZEV state that the LEVI Capital fund will be administered “using a flexible approach. Projects must demonstrate that they primarily focus on low powered chargepoints to benefit residents without off-street parking but other chargepoints and users will be considered.” The final allocations are yet to be agreed but the indicative LEVI Capital allocation for MCC is expected to be £2,245,216.

5.0 Public EV Procurement Process

- 5.1 It is expected that the grant funding will be utilised as part of a procurement process to seek a CPO to supply, install, manage and operate a scheme of up to 200 connectors (100 dual headed chargepoints) to be installed over a two year period. This would be for the provision of public chargepoints in off street locations on council owned land in car parks and at facilities such as leisure centres, parks, libraries, etc. This is an initial programme and is seen as the ‘first step’ in expanding the public charging network representing a significant increase in the current provision. Tender documents are currently being prepared and finalised for this purpose and it is hoped that a procurement process will take place before the end of this year. Once a CPO is appointed and as the chargepoints are rolled out a communications strategy will be developed.
- 5.2 A draft list of locations (over 40 in total) has been developed and internal agreement is currently being sought for these locations. The locations are geographically spread across the city to ensure that chargepoints will be accessible to as many residents as possible. Within those wards that lack council owned parking areas officers are considering utilising small underused parcels of land to be able to convert to parking areas in order to provide chargepoints for local residents particularly in those areas where off street parking is limited. These locations are being discussed with Highways Officers in terms of their suitability and it is hoped that they will form part of the procurement process as part of the initial programme.
- 5.3 Car Clubs also provide an alternative to car ownership and as part of the procurement process there are also opportunities to consider the expansion of the car club to include EVs in the fleet at new locations.
- 5.4 A soft market testing exercise was carried out in May 2023 in order to ensure that any proposed procurement tender was feasible and to gain additional insights into opportunities and possibilities. The testing included 10 questions across a broad number of topics from procurement frameworks, operational matters, enforcement, revenue generation opportunities, charging tariffs, etc. 23 responses were received and these have been used to assist in developing the specification and expectations of the council in procuring a CPO.

6.0 Taxis and Private Hire Vehicles (PHVs)

- 6.1 To support the move towards a cleaner taxi fleet, TfGM were successful in their submission for £1.8m grant funding under the Government's Office of Zero Emission Vehicles (OZEV) Taxi Grant scheme. Some 60 rapid charging points at 32 sites across Greater Manchester are being installed dedicated for EV private hire (PHV) and hackney vehicles licensed by a GM Authority. The GM Clean Air Plan (GM CAP) also secured £3.5m of funding for a further 30 dedicated rapid Taxi charging points. These charging points will be added to the publicly funded Be.EV network. As part of this scheme and the Early Measures scheme Manchester has been provided with 12 dedicated EV bays in 5 locations across the city. One of these (Hardman Street taxi rank) has been operational since 2022 but the remaining locations in the city centre, Rusholme and Sharston, will be operational this year.
- 6.2 The usage of these chargepoints will be monitored going forward and this data can then be used to identify the need for additional dedicated chargepoints. As part of the wider public chargepoint procurement consideration will also be given to alternative ways of providing access to chargepoints for taxi and PHV drivers perhaps through concessionary tariffs but such an arrangement would need to be discussed and agreed with the successful CPO.

7.0 Car Club

- 7.1 There is a need to find a solution in order to transition the car club fleet to EVs however there are issues around who pays for the installation and the maintenance of the chargepoints required for this. TfGM were successful in their bid for funding through the Interreg NW Europe fund for a pilot scheme as part of the eHubs project to give people in GM innovative electric alternatives to the private car. Some of the aims of the project included increasing the transition to EVs and reducing the need for car ownership. This particular project was focused around electric shared mobility through the deployment of EV car club vehicles and e-cargo bikes in locations at Whalley Range, Chorlton and Ancoats. EV Chargepoints were installed at car club bays at East Didsbury Park and Ride, Provis Road (Chorlton) and Blossom Street (Ancoats) as part of this scheme. An additional location at Nicolas Road was removed from the scheme due to issues over pavement widths.
- 7.2 The LEVI capital grant funding can partly be used for the purposes of providing dedicated chargepoints for car club use. As a result the inclusion of chargepoints for car club vehicles is being considered as part of the Public Car Park procurement process outlined above.

8.0 New Development

- 8.1 Consideration of the requirements for the installation of EV chargepoints as part of both new build developments and change of use developments form part of the Air Quality Guidance Note. These advisory guidelines set out the requirements in terms of the type and number of chargepoints required through the use of planning conditions depending on the provision of allocated parking, the size of car parks and the end use of the development. These

guidelines are higher than those that have been required under the building regulations since June 2022.

- 8.2 The inclusion of such planning conditions and adherence to the building regulations is resulting in chargepoints being installed at new developments, including in publicly accessible locations where appropriate, which will help to future proof the provision of EV going forward.

9.0 Fleet and Workplace Charging

- 9.1 It is proposed to set up an internal working group to consider the future charging needs of transitioning the council's own vehicle fleet and initial discussions have taken place in this respect. As of June 2023 the MCC fleet included 41 all electric vehicles and 4 hybrids representing around 23% of the total fleet. As vehicle leases come up for renewal the council continues to look for low emission alternatives and as a result additional charging capacity will be required. There are also currently 27 electric refuse vehicles within the city's Biffa fleet and it is hoped to transition the remaining vehicles to electric in the next 12-18 months.
- 9.2 The MCC ultra-low emission vehicle staff salary sacrifice scheme opened in March 2023 and as of June had attracted 46 enrolments. This has led to a small number of requests for workplace charging facilities which the internal working group will also consider. At locations where public parking is available staff would be able to use any of the public chargepoints that might be installed and as a result separate workplace chargepoints are unlikely to be required at these sites. There is currently grant funding available for workplace chargepoints and the use of such funding would be explored should workplace charging be taken forward.

10.0 On-Street Options

- 10.1 On-street charging presents particular challenges, especially in residential areas with informal parking arrangements such as terraced streets.
- 10.2 For current EV owners without a drive charging at the moment is likely to be through public chargepoints as part of a regular routine while out and about or at work, which is why the current initial procurement exercise focuses on the provision of 'destination' charging at public car parks where residents can charge whilst undertaking day to day activity. As battery technology advances and the mileage range of EVs increases, needing to fully charge your vehicle is not expected to be required more than say once a week/fortnight in many instances. Many drivers, particularly on low or medium mileage rates, will find that topping up as part of their normal weekly pattern will be sufficient to meet the majority of their needs.
- 10.3 The council has no plans at the moment to install on-street public charge points as these can cause obstructions to pavements and street clutter. Nor does the council currently support the use of cables crossing the pavement to charge vehicles at the roadside, even if cable mats are used, as these can still

cause trip hazards and, particularly in larger numbers, can cause uneven surfaces making it difficult for residents to easily use the pavements.

- 10.4 The use of cable gullies is also not supported by the council. These could damage the structure/level of the highway, create ongoing maintenance issues and could interfere with other utilities running through the pavements in certain circumstances.
- 10.5 However, new technologies are coming forward to overcome some of the issues outlined above to enable residents without off street parking facilities to be able to charge their vehicles and officers will continue to monitor and review these as they are developed and consider their overall appropriateness. Manchester will continue to work with other authorities to share learning on best practice in this area.
- 10.6 Other options such as the use of lamp post chargers have been considered. However, in Manchester the majority of lighting columns are located at the back of the footway, partly to prevent vehicle strike, and thus trailing cables from such installations would also result in trip hazards. This can be overcome by the use of a bollard connected to the lamp post but this again adds additional street furniture, in many places the pavement width would be insufficient to accommodate the apparatus, and they could themselves become damaged through vehicle strike (particularly in areas where there is pavement parking). Lamp post charging is often seen as an inexpensive option that can be quickly installed however this is not the case where additional equipment is required, such as a bollard arrangement, and where a Traffic Regulation Order (TRO) would be required. This type of charging results in a slow (under 3kW) charge and as the installation costs are unlikely to be significantly lower where additional equipment is required and the time taken for the TRO process fairly lengthy the initial benefits of this type of installation would be lost. As a result this is not an option that is currently being pursued.

11.0 Recommendations

- 11.1 The Environment, Climate Change and Neighbourhoods Scrutiny Committee is recommended to consider and comment on the information in the report.

**Manchester City Council
Report for Information**

Report to: Environment, Climate Change and Neighbourhoods Scrutiny Committee – 7 September 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

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Background documents (available for public inspection): None

1. Monitoring Previous Recommendations

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

There are no outstanding previous recommendations.

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 **25 August 2023**, containing details of the decisions under the Committee's remit is included overleaf. This is to keep members informed of what decisions are being taken and to agree, whether to include in the work programme of the Committee.

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

Environment, Climate Change and Neighbourhoods Scrutiny Committee
Work Programme – September 2023

Thursday 7 September 2023, 2pm (Report deadline Friday 25 August 2023 - To take account of the August Bank Holiday)

Item	Purpose	Lead Executive Member	Lead Officer	Comments
MCC Climate Change Action Plan 2022/23 Annual Report	To receive and comment upon the MCC Climate Change Action Plan 2022/23 Annual Report.	Cllr Rawlins	Mark Duncan Sarah Henshall Gina Twigg	
Electric Vehicle Charging Strategy - Update	To receive an update report on the Electric Vehicle Charging Strategy.	Cllr Rawlins	Rebecca Heron James Tate	
Housing Retrofit	This report will provide an update on the progress made since March 2023, describing the key achievements and planned activity in housing retrofit. This report will also incorporate an update on the Green Skills agenda.	Cllr White Cllr Hacking	David Lynch Martin Oldfield	Invitation to the Chair of the Economy and Regeneration Scrutiny Committee
Street Cleansing Update	To receive a report that considers the approach to street and pavement cleansing (i.e litter and leaf fall) and an update on campaigns with Keep Britain Tidy. This will also include specific information on the approach to the cleansing of cycle lanes.	Cllr Igbon	Heather Coates Kevin Gilham	
Overview Report	This is a monthly report, which includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.	-	Lee Walker	

Thursday 12 October 2023, 2pm (Report deadline Monday 2 October 2023)

Item	Purpose	Lead Executive Member	Lead Officer	Comments
Manchester Climate Change Agency/ Partnership 2022/23 Annual Report	To receive and comment upon the Manchester Climate Change Agency 2022/23 Annual report.	Cllr Rawlins	Samantha Nicholson	
MCC Climate Change Action Plan – Quarter 2 Update report	To receive and comment upon the MCC Climate Change Action Plan quarterly update report.	Cllr Rawlins	Mark Duncan Sarah Henshall Gina Twigg	
A Cleaner, Greener Manchester	<p>This report provides an update on progress in delivering waste, recycling, and street cleansing services, including the impact of the additional £1m budget.</p> <p>The Committee have specifically requested information in relation to the management and disposal of commercial waste and management of alleyways behind commercial properties where there are domestic dwellings above.</p> <p>Planning for the additional waste generated over the Christmas period (including information on Christmas trees and household waste recycling centres).</p> <p>An update on the engagement work to reduce fly tipping.</p>	Cllr Igbon	Heather Coates	
Single Use Plastics	To receive and comment upon progress made on the	Cllr	Peter	

	Single Use Plastics work programme.	Rawlins	Schofield Helen Harland	
Overview Report	This is a monthly report, which includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.	-	Lee Walker	

Thursday 9 November 2023, 2pm (Report deadline Monday 30 October 2023)

Item	Purpose	Lead Executive Member	Lead Officer	Comments
2024/25 Budget Proposals	To receive a report on the Council's anticipated budget position for 2024/25, the budget process and draft proposals for any services in the remit of this committee.	Cllr Rawlins Cllr Igbon	Neil Fairlamb Carol Culley Paul Hindle	
Power Purchase Agreement to Decarbonise the Energy Supply	To receive a report on the Power Purchase Agreement to decarbonise the energy supply.	Cllr Rawlins	David Houliston	
Manchester Active Travel Strategy and Investment Plan (MATSIP)	To receive an update on the Manchester Active Travel Strategy and Investment Plan (MATSIP).	Cllr Rawlins	Becca Heron	
Vision Zero	To receive an update that describes Vision Zero and how this will be delivered. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.	Cllr Rawlins	James Tate	

Planning Policy, Construction and Climate Change	To receive a report that considers how planning policy contributes to addressing climate change, with specific consideration of the emissions associated with the construction phase. This will include an update on the Local Plan and climate related issues.	Cllr White	Julie Roscoe	
Tree and Woodland Action Plan	To receive a report on the Tree and Woodland Action Plan.	Cllr Rawlins	Julie Roscoe Duncan McCorquodale	
Overview Report	This is a monthly report, which includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.	-	Lee Walker	

Thursday 7 December 2023, 2pm (Report deadline Monday 27 November 2023)

Item	Purpose	Lead Executive Member	Lead Officer	Comments
In Our Nature Progress Update	Update on the delivery of the £3.5m In Our Nature project.	Cllr Rawlins	Samantha Nicholson Shefali Kapoor	
Neighbourhood Teams Engagement with Residents	Update on the role of Neighbourhood Teams in engaging Manchester residents on Climate Change. This report will also include an update on the implementation of the Climate Change Ward Action Plans Task and Finish Group recommendations.	Cllr Igbon	Shefali Kapoor	
Climate Change Communications	To receive an update report on the Council's Communications Campaign.	Cllr Rawlins	Alun Ireland	

Embedding Carbon Literacy within the Council	To receive a progress report on the progress being made towards embedding a zero-carbon culture within the Council.	Cllr Rawlins	Suzanne Grimshaw	
Street Weeding Pilot	To receive a report on the Street Weeding Pilot.	Cllr Igbon	Neil Fairlamb	
Overview Report	This is a monthly report, which includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.	-	Lee Walker	

Thursday 11 January 2024, 2pm (Report deadline Friday 29 December 2023)

Item	Purpose	Lead Executive Member	Lead Officer	Comments
Manchester Airport and Aviation Emissions	To receive a report that discusses the steps taken to reduce emissions that result from the aviation industry.	Cllr Rawlins	David Houliston	
Compliance and Enforcement	To provide members with an update on demand for and performance of the Compliance and Enforcement service during 2022/23. The report also provides a forward look at challenges and future workload pressures as a result of changes to legislation, policy and areas of growth that will have an impact on the work carried out by Compliance and Enforcement teams.	Cllr Igbon	Neil Fairlamb	Invitations to be sent to the Chair of Licensing, Chair of Communities and Equalities Scrutiny Committee, Chair of Health Scrutiny Committee and the Chair of Planning Committee.
MCC Climate Change	To receive and comment upon the MCC Climate	Cllr	Mark	

Action Plan – Quarter 3 Update report	Chane Action Plan quarterly update report.	Rawlins	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.	-	Lee Walker	

Thursday 8 February 2024, 2pm (Report deadline Monday 29 January 2024)

Item	Purpose	Lead Executive Member	Lead Officer	Comments
2024/25 Budget Proposals	Consideration of the final 2024/25 budget proposals within the remit of this Committee that will go onto February Budget Executive and Scrutiny and March Council.	Cllr Rawlins Cllr Igbon	Neil Fairlamb Carol Culley Paul Hindle	
Zero Carbon Culture	To receive a report that describes the progress the Council’s Culture Team has made in responding to the climate emergency, and how the team is working in partnership with the cultural sector to support Manchester’s progress towards its 2038 zero carbon target.	Cllr Rahman	Mark Duncan Sarah Elderkin	Invitation to the Chair of the Economy and Regeneration Scrutiny Committee
Parks and Open Spaces – Parks Climate Change Action Plan	To receive an update on the delivery of Manchester’s Parks Climate Change Action Plan.	Cllr Igbon	Kylie Ward	
Park Strategy	To receive a report that provides an update on the refresh and delivery of the Parks Strategy, including	Cllr Igbon	Neil Fairlamb	

	an update on the programme of investment in Parks, commonly referred to as the Parks Development Programme (PDP).			
Bereavement Services – Approach to Environmental Sustainability	To receive an update on Bereavement Services and the approach to environmental sustainability.	Cllr Igbon	Heather Coates	
Overview Report	This is a monthly report, which includes the recommendations monitor, relevant key decisions, the Committee’s work programme and any items for information.	-	Lee Walker	

Thursday 7 March 2024, 2pm (Report deadline Monday 26 February 2024)

Item	Purpose	Lead Executive Member	Lead Officer	Comments
Green and Blue Infrastructure	To consider an update report on the Manchester Green and Blue Strategy and Implementation Plan.	Cllr Rawlins	Julie Roscoe	
Sustainable Food	Update on the Council’s sustainable food policy and citywide action including relevant work of the Manchester Food Board. This report will also provide information on the support offered to community groups to grow their own food.	Cllr Rawlins	David Houliston	
Allotments	To receive a report that provides information on the provision and management of allotments. This will include, but not restricted to the approach to the use of herbicides, water use / management, volunteers and equality and diversity.	Cllr Igbon	Neil Fairlamb	

Housing Retrofit	This report will provide an update on the progress made since September 2023, describing the key achievements and planned activity in housing retrofit. This report will also incorporate an update on the Green Skills agenda.	Cllr White Cllr Hacking	David Lynch Martin Oldfield	Invitation to the Chair of the Economy and Regeneration Scrutiny Committee
Overview Report	This is a monthly report, which includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.	-	Lee Walker	

Items to be scheduled

Item	Purpose	Lead Executive Member	Lead Officer	Comments
Scope 3 Emissions for the city	To receive a report that considers Scope 3 Emissions for the city. Scope 3 encompasses emissions that are not produced by the company itself, and not the result of activities from assets owned or controlled by them, but by those that it's indirectly responsible for, up and down its value chain.	Cllr Rawlins	Samantha Nicholson	
Clean Air Plan	To receive a report that provides the Committee with information on the Clean Air Plan.	Cllr Rawlins	Rebecca Heron James Tate	