

Manchester City Council Report for Information

Report to: Neighbourhoods and Environment Scrutiny Committee -
10 February 2021

Subject: Manchester City Council Climate Change Action Plan 2020-25

Report of: The Deputy Chief Executive and City Treasurer

Summary

The Council declared a Climate Emergency in July 2019 and developed a Climate Change Action Plan which was approved by Executive in March 2020. This report provides an update on the significant progress that has been made in delivering the Plan over the last 10 months despite the challenges posed by the COVID-19 pandemic. Appendix 1 includes a detailed update on all the actions contained within the Plan with data and visual images where available.

Recommendations

It is recommended that the Neighbourhoods and Environment Committee note and comment on the progress that has been made in delivering the Climate Change Action Plan and the priorities for the next financial year.

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 Council's Climate Change Action Plan 2020-25 sets out the actions that will be delivered to ensure that the Council plays its full part in delivering the city's Climate Change Framework 2020-25 which aims to half the city's CO2 emissions over the next 5 years.

Manchester Strategy outcomes	Summary of how this report aligns to the OMS
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The transition to a zero carbon city will help the city's economy become more sustainable and will generate jobs within the low carbon energy and goods sector. This will support the implementation of the Our Manchester Industrial Strategy and Manchester Economic Recovery and Investment Plan.

A highly skilled city: world class and home grown talent sustaining the city's economic success	Manchester is one a small number of UK cities that have agreed a science based target and is leading the way in transitioning to a zero carbon city. It is envisaged that this may give the city opportunities in the green technology and services sector.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Transitioning to a zero carbon city can help to tackle fuel poverty by reducing energy bills. Health outcomes will also be improved through the promotion of more sustainable modes of transport and improved air quality.
A liveable and low carbon city: a destination of choice to live, visit, work	Becoming a zero carbon city can help to make the city a more attractive place for people to live, work, visit and study.
A connected city: world class infrastructure and connectivity to drive growth	A zero carbon transport system would create a world class business environment to drive sustainable economic growth.

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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.

Clean Air and Climate Change progress update, 22 July 2020
Manchester Green and Blue Implementation Plan update, 13 January 2021
Manchester City Council Climate Change Action Plan 2020-25
Manchester City Council Climate Emergency Declaration July 2019
Manchester Climate Change Framework 2020-25

1.0 Introduction

- 1.1 The Council declared a Climate Emergency in July 2019 which recognised the need for the Council, and the city as a whole, to do more to reduce CO2 emissions and mitigate the negative impacts of climate change. It also demonstrated the Council's commitment to be at the forefront of the global response to climate change and to lead by example. The Council had already adopted a science-based carbon budget for Manchester of 15 million tonnes of CO2 between 2018 and 2100 following analysis by the Tyndall Centre for Climate Change Research. This also committed the city to become zero carbon by 2038 at the latest.
- 1.2 The Council's Climate Change Action Plan 2020-25 was developed to ensure that all aspects of the Climate Emergency Declaration were converted into clear actions with tonnes of CO2 savings included where applicable. The Plan builds on over a decade of previous activity which has seen the Council's direct CO2 emissions reduce by 54.7% between 2009/10 and 2019/20.
- 1.3 Since declaring a Climate Emergency, the Council has set about transforming the way it works to ensure that climate change is at the heart of the organisation and our work with partners, residents and with our young people. Our Corporate Plan priorities have been refreshed for 2020-21 to reflect the city's zero carbon ambitions, resulting in the inclusion of a new 'Zero Carbon Manchester' priority. Policies, procedures and decision making have also been reviewed including the addition of a new 'Environmental Impact Assessment' section on all Committee reports, work within procurement and commissioning, changes to the Capital Gateway approval process and the development of a new Manchester Low Carbon Build Standard. This work has been underpinned by the continued roll out of staff and member Carbon Literacy Training, sessions on climate change at the Staff Leadership Summit and individual discussions and presentations at departmental and service meetings. The Council's Neighbourhood Teams have undertaken work on climate change with our communities and our young people have been engaged through large scale events and targeted work through the Manchester Youth Council.
- 1.4 Zero carbon is central to the future development of the city and to ensuring a 'green recovery' from the COVID-19 pandemic. The consultation responses received as part of the Our Manchester Strategy Reset and Budget setting process reaffirmed the importance of a high quality natural environment and continued investment in sustainable travel. The recently launched Manchester Economic Recovery and Investment Plan has green recovery at its core and includes £289.4 million of zero carbon projects which have been submitted to Government as part of the Council's Spending Review submission. The economic and social recovery from COVID-19 will require a focus on environmentally sustainable and inclusive economic growth and a focus on improving the quality of the city's environment and climate resilience. Manchester has the foundations and building blocks to re-establish its previous momentum as the UK's premier growth city, but it will do so in a way that is even more inclusive and environmentally sustainable.

- 1.5 The Council have supported the establishment of the Oxford Road Corridor Zero Carbon Sub Group to accelerate action in this strategically important area of the city. Zero carbon ambitions are now being included in all Strategic Regeneration Framework (SRF) documents with recent documents including the Wythenshawe Hospital Campus SRF, St Mary's Parsonage SRF, NOMA, Ancoats and New Islington Neighbourhood Development Framework, Poland Street Zone SRF, First Street Development Framework Addendum and the draft North Manchester Health Campus SRF.
- 1.6 Transformational development projects in the city such as Mayfield and Northern Gateway are now providing an opportunity to develop high quality low carbon neighbourhoods and scale up the use of nature based solutions utilising the learning from international projects such as the Horizon 2020 Grow Green project. Investment in active travel projects including the Manchester to Chorlton cycling and walking route, City Centre Triangle and Wythenshawe Town Centre are supporting a longer term shift to more sustainable transport modes. The City Centre Transport Strategy will also set out an ambitious plan for the future of travel and public spaces building on the successful pedestrianisation pilot projects which were implemented during Summer 2020.
- 1.7 The Committee will also be aware that Manchester's existing local plan sets out our approach to development and is a guide to decision making on development proposals across the city. It aims to deliver the key outcomes needed to support investment to create jobs and new homes, whilst at the same time focusing on growth to support our ambition to be zero carbon by 2038 at the latest. The first step in the process is to look at the issues the local plan should cover, this was completed in May 2020 and matters relating to climate change and sustainable growth are clear messages from the associated consultation. The next step will be to draft the local plan which will include more detail on how the city will deal with the main issues it is facing.

2.0 Climate Change Action Plan

- 2.1 The Climate Change Action Plan 2020-25 sets an ambition for the Council to reduce its direct CO₂ emissions by 50% between 2020 and 2025 based on a 13% year on year reduction trajectory. The Plan 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.
- 2.2 The actions are structured in five sections as follows:
- Buildings and energy;
 - Transport and travel;
 - Reducing consumption based emissions and influencing suppliers;
 - Climate adaptation, carbon storage and carbon sequestration;
 - Influencing behaviour and being a catalyst for change.

2.3 Table 1 (below) was included in the final version of the Plan and summarises the main actions that would deliver the 50% reduction in the Council's direct CO2 emissions between 2020 and 2025

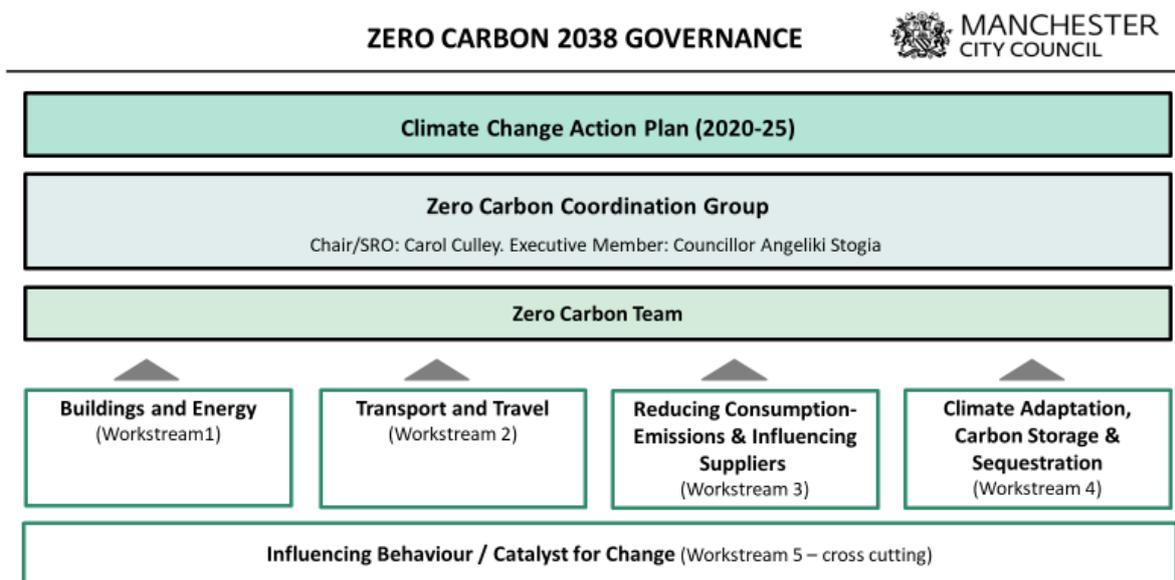
Table 1: Direct Emissions Actions and Associated Carbon Savings (estimate of 15-16,000 tCO₂ required)

Direct Emissions Action 2020-25	Annual Carbon Saving (tonnes CO₂)
Completion of Phase 1 Buildings Carbon Reduction Programme	1,400
Completion of Phase 1 (a) Buildings Carbon Reduction Programme - ERDF Supported	400
Phase 2 of Carbon Reduction Programme	3,000
Large scale energy generation scheme	7,000
Completion of the final year of the street lighting LED replacement programme	220
Estimated carbon emissions saving benefit from the decarbonisation of the National Grid	800
Completion of the Civic Quarter Heat Network and connection to the Town Hall, Town Hall Extension, Art Gallery and Central Library	1,600
Replacement of half of waste fleet vehicles with Electric Vehicles	900
Reductions to the Council's Fleet through increase in number of Electric Vehicles	400
Reduction in staff travel via car, taxi, air, train	100
Total Estimated Savings	15,820

3.0 Governance

3.1 A Zero Carbon Coordination Group was established in September 2019 to oversee the Council's response to the Climate Emergency, the development of the Plan and the strategic oversight of its implementation. The Group is chaired by the Deputy Chief Executive and City Treasurer and is attended by the Executive Member for Environment, Planning and Transport, the strategic leads for each workstream and members of the programme management team. The Group meets monthly to review progress, unblock issues and ensure that the different parts of the plan are joined up. The Group is also critical in identifying emerging opportunities to support the Council and the city to accelerate delivery. Figure 1 (below) summarises the governance of the Council's zero carbon programme.

Figure 1: Zero Carbon Governance Diagram



4.0 Progress during 2020/21

- 4.1 As mentioned above, the Council's direct CO₂ emissions reduced by 54.7% between 2009/10 and 2019/20. Direct emissions are those areas which the Council has direct control over or is financial responsibility for. Reports on these emissions are produced on an annual and quarterly basis.
- 4.2 Reductions in emissions can be the result of specific activity undertaken by the Council such as the investment in LED streetlighting and energy efficiency measures across the operational estate, or other factors including a reduction in the overall size of the operational estate. The reduction in national emissions factors as a result of the decarbonisation of the UK's electricity production also has an impact.
- 4.3 The COVID-19 pandemic has had a significant impact on the Council's emissions in the financial year to date, with large numbers of staff working from home and a reduction in staff travel. Table 2 (below) provides a summary of the latest data for the first two quarters of 2020/21 compared to the same quarters the year before. The reductions are significant in all areas except for the emissions from the Biffa Waste Fleet which has only seen small reductions. Waste collection services have been adjusted due to COVID-19, but they have continued to operate throughout the year. Further information about the replacement of the waste fleet with electric vehicles is provided below.

Table 2: Comparison of Council emissions with previous financial year

Indicator	Difference Q1 2020/21 to Q1 2019/20	Difference Q2 2020/21 to Q2 2019/20
Total CO2 emissions	32% lower	20% lower
Buildings emissions	32% lower	21% lower
Kilowatt hours from buildings	28% lower	14% lower
Streetlight emissions	44% lower	16% lower
Biffa Waste Fleet emissions	6% lower	1% lower
Council fleet emissions	33% lower	18% lower
Staff business travel emissions	70% lower	64% lower

4.4 A summary of the main areas of progress against the five sections of the Plan is provided below along with any challenges or delays. A full report on progress against all the actions in the Plan with visual data and photographs is provided in appendix 1. An analysis of additional financial investment against each of the actions in the Plan has also been undertaken and the total investment figure is £92.5m which is made up of £89.2m of capital investment and £3.3m of revenue investment. The breakdown of this by funder is below:

- £23.5m is Council funding
- £32.9m is from UK Government
- £4.9m is from the European Union (note that this is just the Manchester City Council share and total project values will be higher)
- £25.7m is from Greater Manchester Combined Authority projects
- £1.1m has been secured by the Manchester Climate Change Agency for community projects.

Buildings and energy

4.5 The Council's Phase 1 and 1a Carbon Reduction Plan comprises a £7.6 million capital investment which will deliver 1,400 tonnes of annual CO2 savings. Installations were delayed slightly by the first COVID-19 lockdown, but have now been delivered. Leisure centres are some of our most energy intensive buildings and eight been upgraded with energy conservation measures this year: Wythenshawe Forum; East Manchester Leisure Centre; Hough End Leisure Centre; Arcadia Sports Centre; Moss Side Leisure Centre; North City Family and Fitness Centre; Belle Vue Sports Centre; and Manchester Tennis and Football Centre. The improvements cover a range of measures such as upgrading to LED lighting, improving lighting controls, upgrading Building Management Systems, and installing variable speed drives, as well as solar panel installations at seven of the sites, and an energy efficient combined heat and power plant at the Wythenshawe Forum.

4.6 In addition to the leisure estate, the lighting in the Town Hall Extension, our largest building, has been upgraded to LED, and new controls installed. The large buildings at the Space Project and Sharp Project are also being

improved, the former with a large solar panel installation which is underway; the later with solar panels, lighting and building management systems, which will be completed the first quarter of next the financial year. Alexandra House (our largest office outside the Town Hall Complex) has been comprehensively refurbished and re-opened in February, with fabric improvements, improved mechanical and electrical systems and LED lighting which will reduce carbon emissions by 70%. Electric vehicle charging points have also been installed at the Hooper St, Hammerstone and Longley Lane Depots, to support the increasing electrification of the Council's vehicle fleet.

- 4.7 The Council joined a Greater Manchester consortium to bid to the Government Public Sector Decarbonisation Scheme and identified projects in up to 13 Council buildings with a focus on decarbonising heat. The decision is expected in early 2021 with successful projects needing to be completed by September 2021.
- 4.8 The Council successfully attracted over £1.2 million of European Regional Development Fund (ERDF) which is being matched to the Council's capital investment to deliver a large rooftop solar scheme and battery at the Hammerstone Road depot in Gorton, and Solar PV on car ports at the National Cycling Centre/Velodrome saving 415 tonnes CO₂ per annum when complete.
- 4.9 The £32.8 million investment programme to replace 56,000 street lights with LED lamps was completed in September 2020 and is projected to save over 8,400 tonnes CO₂ and £2 million every year for the Council.
- 4.10 The £24 million Civic Quarter Heat Network is nearing completion with the 40 metre 'Tower of Light' installed in August 2020. Once all the buildings in the network have been connected, it will deliver over 1,600 tonnes of CO₂ savings per annum.
- 4.11 Local Partnerships have been commissioned to undertake a feasibility study into opportunities for the Council to develop a large scale energy generation project. The key findings are likely to set out two options: either invest directly in a large-scale solar generation scheme or enter into a Power Purchase Agreement (PPA) with an energy provider to purchase the energy directly from such a scheme. Each has different financial, risk and carbon impacts which will be considered in detail as options are taken forward for further analysis. The full findings will be presented to the Council's Zero Carbon Coordination Group in February 2021.
- 4.12 The Council's £500,000 funding bid to the Government Green Homes Grant Round 1a has been successful and a further £250,000 bid to Round 1b has been submitted as part of a Greater Manchester Combined Authority bid for privately owned properties. A joint Council and One Manchester bid to the Social Housing Decarbonisation Fund has also secured £3.12 million towards a £7 million project to undertake a full retrofit of 96 social housing properties and a partial retrofit to 60 private properties. One Manchester are providing match funding to the project. The Council also worked with the Manchester

Housing Providers Partnership and the Manchester Climate Change Agency to develop a zero carbon social housing retrofit proposal for 10,500 properties over four years which was included in the Council's Spending Review submission to Government and in the final Manchester Economic Recovery and Investment Plan.

- 4.13 The Capital Gateway approval process and the Capital Strategy have been amended to reflect the Climate Emergency and Climate Change Action Plan. The Manchester Low Carbon Build Standard has been developed and is now being implemented in Capital Programmes. The standard has been endorsed by the Manchester Climate Change Agency and is supported by the Strategic Capital Board, several Portfolio Boards and external partners including the North West Construction Hub Board.

Transport and travel

- 4.14 The 27 Electric Refuse Collection Vehicles have been ordered and represent a £9.8 million investment. The delivery will be in phases between December 2020 and March 2021. Once operational they will save approximately 900 tonnes of CO2 per annum. Electrical charging infrastructure has now been delivered at Hooper Street Depot and Longley Lane Depot and the Council's wider operational fleet now has 10 electric vehicles with a further 14 expected.
- 4.15 Manchester will receive £5.5 million of funding via the Government Active Travel Fund. £4 million will be spent on the City Centre Triangle which will see improved cycling and walking links created between the city centre's three major train stations - Deansgate, Piccadilly and Victoria, plus bus hubs at Piccadilly, Shudehill and the coach station. A further £1.5 million will be spent on cycling and walking improvements between Wythenshawe town centre, Wythenshawe Hospital and the city centre. This investment will build on other recent investment including the £13.4 million Chorlton to Manchester City Centre cycling route which includes the UK's first 'Cycle Optimised Protected Signals' (CYCLOPS) junction at Royce Road in Hulme.
- 4.16 A public consultation on the City Centre Transport Strategy was launched in September and closed on 4 November 2020 with 2,450 responses received. The draft strategy includes ambitious plans for the city centre to improve air quality, increase the amount of quality public space and prioritise walking, cycling and public transport to further reduce dependence on private cars. The Strategy will build on the successful street closures during COVID-19 including bringing forward detailed proposals for Deansgate.
- 4.17 The Council's new Staff Travel Plan has been delayed as a result of staff in HROD being required to support the response to COVID-19 but is now being prioritised with the support of an external specialist. The Plan represents an opportunity to build on some of the positive changes to behaviour which have emerged during 2020 including promoting cycling, walking and public transport, and reducing the need to travel through the use of technology such as video conferencing.

Reducing consumption based emissions and influencing suppliers

- 4.18 Under the 2014 Social Value Policy, all invitations to tender issued by the Council include a 20% Social Value weighting and mandatory questions on the environment as one of the 6 Social Value objectives. Bidders have therefore historically been asked how, if successful, they will support Manchester's zero-carbon ambition.
- 4.19 Tender documents have been updated to include revised environmental questions, which are included as standard in Invitations to Tender. Carbon Literacy Training, which draws on the Tyndall Centre for Climate Change and related research, has also been provided, virtually, to the Integrated Commissioning and Procurement Team given their central role. Officers are currently in the process of categorising contracts by carbon impact, or estimated carbon impact, informed by the research, with the aim of informing specifications and evaluation questions, as well as the subsequent monitoring.
- 4.20 In 2019, the Council decided to trial an additional 10% weighting on Social Value but dedicated to Carbon Reduction in order to ascertain whether suppliers were in a position to respond positively. The trial included 5 contracts, 4 of which were for highways schemes and the fifth was for the Council's advertising contract. Together they have a combined estimated annual value of just under £22m.
- 4.21 The trial demonstrated that this can have a positive impact on contracts especially within construction and highways contracts which tend to have a high carbon footprint. The providers that won the contracts all had carbon reduction targets and plans in place for their organisation (including one provider which is aiming to be net zero carbon by 2030). Depending on the nature of the contract, bids also included commitments on carbon monitoring in relation to the particular contract or service provided, utilising tools like the Carbon Trust's SME emissions tool to report carbon savings on a quarterly basis.
- 4.22 The learning from the procurements over the last year has fed into a wider review of the Council's approach to Social Value in the context of the Climate Emergency and the impact of the COVID-19 pandemic. Recommendations on refreshing the Council's approach to Social Value will be considered at the March meeting of Resources and Governance Overview Scrutiny Committee, including an option to move on a pathway to a 10% environmental weighting across all contracts.
- 4.23 Existing toolkits for commissioners and suppliers are being redrafted ahead of the formal decision on the change in policy and this will include developing guidance for contract managers and suppliers. Work is already in train on this, with a particular emphasis on guidance on carbon reduction.
- 4.24 A task and finish group has been established to progress the work on the environment and they are currently categorising Council contracts by type

and will then overlay the known, or estimated, environmental impact of each category. As each contract is renewed, the additional 10% weighting referenced above will be incorporated into the award process.

- 4.25 Similarly, the capital project approval process already includes an assessment of the carbon reduction characteristics of each project which will be reviewed and updated.
- 4.26 The Council has continued to reduce the use of Single Use Plastics within procurement and commissioning including across Council buildings. Events has also been an area of focus and £7,000 of funding has now been made available through the URBACT C-Change Project to support the Council's Events team with research and collecting baseline data on single use plastics.
- 4.27 The use of single use plastics (SUP) is considered in the procurement of services for Parks. All current catering contracts in Parks have been procured on the basis that they do not use single use plastics, this has also been rolled out in the pre-existing ice cream contracts with the offer being largely compliant. Further work to identify the impact of ceasing use of all SUP is being undertaken and we are aiming to be SUP free at Heaton Park by the end of January 2021.
- 4.28 Progress in relation to the eradication of SUP has been problematical due to the disruption caused by the COVID-19 pandemic – for example, re-usable coffee cups are not currently permitted due to the risk of virus transmission.
- 4.29 The Manchester Food Board have drafted a Food Policy Statement and Manchester Food Recovery Action Plan to support the creation of a resilient food system.

Climate adaptation, carbon storage and carbon sequestration

- 4.30 West Gorton's 'Sponge Park' is now complete and officially opened on 24 July 2020 with the University of Manchester monitoring its benefits until 2023. The focus has been on how to embed the learning from this project into larger scale developments in the city such as the 6.5 acre Mayfield Park and Northern Gateway.
- 4.31 TEP and City of Trees have been commissioned to undertake a Tree Opportunity Mapping study called "Managing Manchester's Trees" to enable a strategic approach to managing existing stock and to identify opportunities for future planting programmes from 2021/22 onwards. Financial approval for the £1 million 'Tree Action MCR' tree planting programme was received in October 2020 and the current projections are that this budget will be spent over three financial years with £250,000 being spent in winter 2020/21 on street trees and orchards. A feature avenue of 33 cherry trees was planted in Old Moat in December and the focus for phase 1 has been wards with fewer trees and lower percentages of street trees. There have been some delays in

the supply of trees from nurseries due to COVID-19 and also social distancing measures preventing some community planting projects from proceeding.

- 4.32 The Committee received a report on the Manchester Green and Blue Strategy and Implementation Plan and the Tree Action Plan during the 13 January 2021 meeting. This report provided a detailed update on the contribution of the green and blue agenda to the city's climate resilience and quality of life.

Influencing behaviour and being a catalyst for change

- 4.33 The Council continued to review its policies, procedures and decision making to ensure the zero carbon commitments are built into the everyday operations of the organisation. The changes being made to capital programmes, procurement and commissioning and throughout Growth and Development are ensuring that the ambitions are being converted into action.
- 4.34 The roll out of Carbon Literacy Training is a key part of the organisational change required and it has been promoted to staff in key services and to senior managers. The roll out of training in Spring 2020 was delayed as COVID-19 prevented the face-to-face element of the training from continuing. A fully online version of the training has now been developed and accredited which requires attendees to watch a BBC David Attenborough documentary and then attend two x 2 hour online training webinars. All training courses are fully booked until the end of the financial year and 961 staff and members have been certified. We are on track to achieve the 1,050 required to reach Silver accreditation by then. The annual Carbon Literacy Project awards have been pushed back from Spring 2020 to Spring 2021 in recognition of the challenges posed by COVID-19.
- 4.35 The Council's Neighbourhoods team have been working with residents across all 32 Wards to embed climate action into ward plans. Where possible, public events have been held to engage with residents and local stakeholders and over 300 residents have attended these, with others participating online. Many more residents have become involved with action-focused events such as tree planting or consultations on specific issues of concern. Some wards have now developed a standalone climate change plan whereas others have embedded climate action within their ward plans. Examples of these actions include developing local campaigns to encourage change including improved walking routes, increase recycling, reduce illegal parking, more biodiversity and meat free days. The Covid-19 pandemic has significantly impacted on the progress of the climate plans, Government restrictions have prevented communities meeting in groups and most volunteering opportunities have reduced. Effective engagement during the pandemic is a challenge, which is recognised across many wards. Three new Climate Change Neighbourhood Officers are currently being recruited (one for each of the three area teams) to provide additional capacity on this agenda and to work closely with other colleagues in the teams.
- 4.36 Additional capacity for the Manchester Climate Change Agency is being put in place and the new structure and posts have been approved by the Council's

Personnel Committee. A new Director will be in place in early 2021 and the other posts will also be filled including the crowd funded Youth Champion role. A priority for the new Director will be to ensure that the organisation can become financially sustainable over the next two years.

- 4.37 The Council, Manchester Climate Change Agency, Hubbub, Tyndall Centre for Climate Change Research and Amity have successfully collaborated on a development bid to the National Lottery Climate Action Fund. The Zero Carbon and Resilient Communities Programme has been awarded £206,000 of funding and will focus on a number of the city's communities, building on the work which has already been undertaken by the Council's Neighbourhoods teams and working with the three new Climate Change Neighbourhood Officers.
- 4.38 Engagement with young people in the city has continued building on the successful large scale events in summer 2019 and January 2020 which have been reported to the Committee at previous meetings. The Manchester Youth Council have now developed a Climate Charter and a Climate Wheel and a shadow youth executive is now in place.
- 4.39 The Council submitted letters to the Greater Manchester Pension Fund in July and September 2020 urging them to set out actions to divest from investment in fossil but as yet there has not been a formal response. Cllr Stogia, Executive Member for Environment, Planning and Transport has now written to her counterparts in other Greater Manchester local authorities to request a meeting about this issue and how they can work together to exert further pressure on the Fund.
- 4.40 The Council's two URBACT funded projects Zero Carbon Cities and C-Change continue to progress positively and the learning from these projects is being shared across the Council and with partners. A proposal is being developed to consider the options for the Council's involvement in COP26 in Glasgow which will now take place in November 2021 and this includes work with Core Cities, Greater Manchester and our local and international partners.
- 4.41 A 'Skills for a Zero Carbon Economy' group was established and met in March 2020, however, this work has not been progressed any further due to the major capacity issues resulting from the Council's response to COVID-19 including working on the food response and business grants programme. This work will be revisited as soon as possible in 2021 and will form an important part of the city's Economic Recovery and Investment Plan. The planned events with Manchester's schools to support them to decarbonise have also had to be delayed due to COVID-19, however, these plans are now being revisited and webinars will be considered as an alternative option.

5.0 Emerging priorities for 2021/22

- 5.1 The activity delivered since March 2020 has put in place solid foundations for the delivery of the Climate Change Action Plan. A number of large scale projects have been progressed and funding bids have been submitted,

however, COVID-19 has inevitably resulted in some delays to projects due to capacity issues. The Zero Carbon Coordination Group, workstream leads and the programme management team will ensure that progress continues to be made against all of the actions in the Plan. There are, however, some emerging priorities for 2021/22 which are set out below and can be divided into three key areas: future project development and external funding; delivering on funded programmes; accelerating actions which have been impacted by COVID-19.

- 5.2 **Future Project Development and External funding:** The external funding environment is continually evolving and the impacts of the UK leaving the European Union need to be fully understood including details of access to European funded programmes including Horizon Europe. Recent Government funding announcements during 2020 including the Ten Point Plan for an Green Industrial Revolution and initial details about the UK Shared Prosperity Fund suggest that competitive funding pots with extremely tight delivery timescales will continue to be the norm. This requires the Council and our partners to have a strong pipeline of potential projects and the capacity to respond to opportunities at short notice as has been the case in the recent Public Sector Decarbonisation Scheme, Green Homes Grant and Social Housing Decarbonisation Fund bids.
- 5.3 A number of future zero carbon projects totalling £289.4 million are included within the Manchester Economic Recovery and Investment Plan. These include zero carbon social housing retrofit, Solar PV schools and a hydrogen fleet proposal. The Plan was developed with partners from across the city including the Manchester Climate Change Partnership in response to the COVID-19 pandemic. The full document can be found at the link below.
https://www.manchester.gov.uk/downloads/download/7313/powering_recovery_manchester_s_recovery_and_investment_plan
- 5.4 Council officers and Executive Members are continuing to lobby for additional funding and policy changes to support the delivery of the Climate Change Action Plan. This includes attendance at a range of Greater Manchester meetings and direct lobbying and meetings with Government departments including BEIS, MHCLG and HM Treasury.
- 5.5 **Delivering on funded programmes:** The capital funding already committed by the Council and the external funding bids which have been successful or are awaiting approval represent a major delivery pipeline which needs to be adequately resourced. These projects include the following:
- Phase 1 and Phase 2 of the Carbon Reduction Programme
 - Delivery of the ERDF funded projects at Hammerstone Road Depot and the Velodrome
 - Potential delivery of the Public Sector Decarbonisation Scheme by September 2021

- Delivering housing retrofit programmes funded by the Green Homes Grant and Social Housing Decarbonisation Fund.
- Completing the existing Grow Green Horizon 2020 project and the Zero Carbon Cities and C-Change URBACT projects
- Delivering cycling and walking infrastructure including the Chorlton to city centre, Wythenshawe and city centre triangle projects
- Rolling out the tree planting, hedges and orchards programme over the next two financial years.

5.6 Accelerating actions which have been impacted by COVID-19: Actions which have been delayed due to COVID-19 or areas where there is an opportunity to scale up activity will be prioritised. These include:

- Implementing the Zero Carbon Communities project and continuing neighbourhood working in all wards of the city.
- Improving communications about the positive action the Council is taking on Climate Change to build on the 'Leaving Carbon Behind' campaign.
- Embedding the new Manchester Climate Change Agency structure to drive delivery of the citywide Manchester Climate Change Framework.
- Working with local partners, Core Cities, Greater Manchester and our international partners to maximising the opportunities from the delayed COP26 in Glasgow which will take place in November 2021.
- Achieving Silver accreditation and then rolling out further Carbon Literacy Training to enable the progression to Gold.
- Revisiting the proposals to support Manchester's schools to decarbonise their estate.
- Capitalising on new ways of working for the Council's staff through the continued use of ICT, changes to the way we use our estate and developing a new and ambitious Staff Travel Policy which captures the opportunities resulting from the pandemic.

6.0 Recommendations

6.1 The recommendations are summarised at the beginning of this report.