



Oversight and Governance

Chief Executive's Department
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GROWTH AND INFRASTRUCTURE OVERVIEW AND SCRUTINY COMMITTEE

Wednesday 1 March 2023
5.30 pm
Warspite Room, Council House

Members:

Councillor Riley, Chair

Councillor Coker, Vice Chair

Councillors Goslin, Hendy, Holloway, Hulme, Luggier, Noble, Partridge, Poyser, Salmon, Tippetts and Tofan.

Members are invited to attend the above meeting to consider the items of business overleaf.

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Tracey Lee

Chief Executive

Growth and Infrastructure Overview and Scrutiny Committee

1. Apologies

To receive apologies for non-attendance submitted by Councillors.

2. Declarations of Interest

Councillors will be asked to make any declarations of interest in respect of items on the agenda.

3. Minutes (Pages 1 - 10)

To confirm the minutes of the previous meeting held on 7 December 2022.

4. Chair's Urgent Business

To receive reports on business which in the opinion of the Chair, should be brought forward for urgent consideration.

5. Policy Updates: (Pages 11 - 16)

6. Risk Update: (Pages 17 - 28)

7. Climate Emergency Action Plan (CEAP) and Corporate Carbon Reduction Plan 2022 (CCRP) Outturn Reports: (Pages 29 - 84)

8. Net Zero Action Plan 2023-2026: (Pages 85 - 122)

9. Work Programme: (Pages 123 - 126)

10. Tracking Decisions: (Pages 127 - 128)

Growth and Infrastructure Overview and Scrutiny Committee

Wednesday 7 December 2022

PRESENT:

Councillor Coker, in the Chair.

Councillors Finn, Goslin, Hendy, Holloway, Luggar, Partridge, Poyser, Tippetts and Tofan.

Apologies for absence: Councillors Riley, Salmon and Singh.

Also in attendance: Councillor Patel (Cabinet Member for Customer Services, Culture, Leisure and Sport), Councillor Shayer (Cabinet Member for Finance and Economy), Laura Hill (Policy and Intelligence Advisor), Caroline Cozens (Head of Strategic Programmes, Economic Development), David Draffan (Service Director, Economic Development) and Richard May (Interim CEO, Plymouth and South Devon Freeport), Victoria Pomeroy (CEO of The Box), Hannah Harris (CEO of Plymouth Culture), Amanda Lumley (Chief Executive, Destination Plymouth Ltd), Elaine Hayes (Interim CEO, National Marine Park), Kat Deeney (Head of Environmental Planning), Ross Jago (Head of Governance, Performance and Risk), Paul Barnard (Service Director, Strategic Planning and Infrastructure) and Hannah Whiting (Democratic Advisor).

Note: Councillor Singh did attend the meeting virtually but did not vote.

The meeting started at 5.30 pm and finished at 7.35 pm.

Note: At a future meeting, the Panel will consider the accuracy of these draft minutes, so they may be subject to change. Please check the minutes of that meeting to confirm whether these minutes have been amended.

67. **Declarations of Interest**

Name	Minute Number	Reason	Interest
Councillor Mark Shayer	70	Councillor is a remunerated member of the Freeport Board.	Private.

68. **Minutes**

Councillor Holloway noted that she and Councillor Wheeler's questions on vacant properties were not included in the minutes.

The Committee agreed that the minutes of the meeting held on 10 October 2022 were an accurate record of meeting.

69. **Chair's Urgent Business**

There were no items of Chair's Urgent Business.

70. **Freeport Mobilisation**

Councillor Mark Shayer (Deputy Leader and Cabinet Member for Finance and Economy) introduced the report and highlighted –

- a) Plymouth and South Devon Freeport was a flagship and highly ambitious programme to create thousands of high quality jobs and to play a crucial part in post-COVID19 pandemic recovery;
- b) The Freeport model used simplified tax and custom benefits aimed at attracting new and expanding businesses as well as attracting foreign investment;
- c) The Government was providing £25 million of seed capital that needed to be locally matched to unlock site infrastructure;
- d) The Freeport would supercharge the South West Economy by building on the regions unique national capabilities in Marine, Defence and Space;
- e) It was a unique opportunity to level-up, address historical challenges and leverage exciting opportunities to transform the economy of Plymouth and South Devon, through three key objectives:
 - i. Creating a national hub for trade and investment;
 - ii. Promoting regeneration and job creation;
 - iii. Creating a hotbed for innovation.
- f) The Plymouth and South Devon Freeport would;
 - i. Enable new employment land to be bought forward at the three sites of South Yard, Langage and Sherford;
 - ii. Support a new £30m Innovation Centre at Oceansgate;
 - iii. Provide a major expansion plan for Princess Yachts;
 - iv. Include £29m investment from Local Authorities;

- v. Leverage £250m private sector investment;
 - vi. Deliver over 3,500 jobs.
- g) Officers had last updated the Committee in February 2022;
- h) The Plymouth and South Devon Freeport was in the first 3 Freeport's out of the 8 to reach the milestone of submission and approval of the full business case;
- i) The focus was now on mobilising the organisations, its resources and initiatives;
- j) Thanked the public and private sector partners for their hard work and expressed delight with the progress that had been made to deliver regeneration and high quality jobs to the city region.

In response to questions it was explained by Councillor Mark Shayer, Caroline Cozens (Head of Strategic Programmes, Economic Development), David Draffan (Service Director, Economic Development) and Richard May (Interim CEO, Plymouth and South Devon Freeport) –

- k) As the full occupation of the site is not yet know, only Strategic Transport Assessments have been undertaken to date in partnership between Devon County Council, National Highways as well as Plymouth City Council and detailed assessments would come forward with individual planning applications;
- l) The innovation plans had originated 8 years ago and there would be a mobility hub on site with multi-storey parking, with priority for car-sharing and cycling, to ensure there was not conflict within the residential areas close to the site;
- m) A planning application for a development at Princess Yachts had been previously submitted and when a further application was submitted, a pre-application enquiry would be undertaken to look at the issues on that site;
- n) Most of the land that is being brought back into beneficial use was at Langage and Sherford;
- o) More would be done to publicise what a Freeport was to members of the public to help them understand, which would be easier once the first 'deal'

was confirmed;

- p) Although a significant amount of work had been done on the Investment Zone Expression of Interest, it had only been over a 2 week period and had been taken from a rolling list of existing projects, which allowed the team to present existing projects for funding opportunities and the team were awaiting more information on how the new government would possibly use the applications for different initiatives;
- q) A freight strategy was emerging for the city region, but was hard to pin point this as without knowing which companies would be there, it was hard to determine how much freight movement there would be;
- r) Plymouth City Council was playing an active role in Peninsula Transport, which was the sub-national transport body for the South West and would be looking at the Freight Strategy Analysis of the South West;
- s) There was a Gateway Policy in place for the Freeport, which meant that there could not be any displacement from other UK areas, it could only be for significant expansion or new businesses;
- t) The number of newly created jobs was hard to measure without knowing who would be using the Freeport, but it would be compared to the business case scenario in the future, which had been through independent treasury and consultant and cross-party assessments;
- u) The business case scenario had been optimistic of growth from both existing businesses as well as new and innovative business start-ups;
- v) The Freeport was wanted by The Royal Navy, Babcock and Princess Yachts to make investments that they wouldn't otherwise make;
- w) The Freeport Company Ltd was owned by the three local authorities and had a members agreement that set out the scheme of delegation and a series of reserved matters and the company would be required to carry out joint scrutiny on an annual basis and produce an annual report with performance measures from the business case;
- x) There was a performance framework for all 8 Freeports;
- y) Customs was not the main driver of the Freeport;

- z) Some custom sites were within the Freeport, but other sites could be brought on within a 45 kilometre radius of the Freeport, subject to eligibility;
- aa) Some of the customs regulations that were available to use in a Freeport were available to anybody in the UK outside of Freeport; the incentive of having a custom zone within Freeport was that there were additional buildings and capital allowances associated with them which made them more advantageous;
- bb) Customs was not the main driver of the Freeport, it was a future opportunity;
- cc) The Freeport aimed to bring strong pipeline of innovation and opportunities to invest.

The Committee agreed to –

- 1) Note the report;
- 2) Recommend that a future Committee receive a progress report in 6 months', detailing freight and infrastructure strategy.

71. **Policy Updates**

Laura Hill (Policy and Intelligence Advisor) presented the report and highlighted –

- a) The Chancellor's Autumn statement had been announced with the aim of restoring stability to the economy and build long-term prosperity for the UK;
- b) Further announcements had been made since the agenda had been published for the meeting;
 - i. The Government had approved local spending plans for the UK shared prosperity fund which exceeded EU funding and it would be spent on levelling up in three key areas: communities and place, supporting local businesses and people and skills;
 - ii. The Secretary of State for Levelling-Up, Housing and Communities had announced further changes to the planning system, alongside the Levelling-up and Regeneration Bill.

72. **Risk Update**

Ross Jago (Head of Governance, Performance and Risk) presented the report and highlighted –

- a) Risk 6 relating to insufficient economic performance to sustain the city's economic and growth plans had mitigations such as the Plymouth and South Devon Freeport;
- b) The carbon reduction targets would be discussed at the January 2023 City Council meeting;
- c) Remaining risks would be looked at in some detail during the budget scrutiny process at the end of January 2023

In response to questions it was highlighted –

- d) The Joint Local Plan set out the provision for housing and within it was a range of initiatives that had been delivered since 2013 under the Plan for Homes Program, so delivery of housing was on a positive trajectory with detailed housing numbers due to be published;
- e) Risk 19 had no previous RAG rating as it was a new risk that had been identified by the department;
- f) The decision to make changes to bus provision would likely be addressed by the relevant Cabinet member at budget scrutiny in January 2023;
- g) Bus patronage levels had yet to return to pre-pandemic levels.

The Committee agreed to –

- l) Note the position with regard to the Strategic Risk Register.

73. **Culture Plan Annual Update**

Councillor Pat Patel (Cabinet Member for Customer Services, Culture, Leisure & Sport), supported by Hannah Harris (CEO of Plymouth Culture), Victoria Pomeroy (CEO of The Box) and David Draffan (Service Director, Economic Development) introduced the report and highlighted -

- a) Cultural activity in Plymouth was abundant and remained a key component in delivering and driving Plymouth's destination agenda;
- b) There were over 380 creative and cultural enterprises within the city and the sector in Plymouth remained stable, despite the effects of the COVID19 pandemic;
- c) Plymouth was successful in securing £12.34 million of Arts Council NPO funding;
- d) A cultural mapping tool had been developed to help better understand how people access cultural services and how;

- e) British Art Show 9 was open and had already attracted over 47,000 visitors;
- f) An investment strategy with the aim of driving new and increased funding into the sector to broaden and deepened engagement with local residents and communities was the priority;
- g) A mapping activity had been undertaken to improve the consistency of data being collected around who was attending cultural events;
- h) There was also a focus on looking at the impact of culture on people's lives and if people were cross-pollinating;
- i) The figures would help to gain a deeper understanding of the barriers that people face in accessing events;
- j) The cultural sector had challenges ahead but it was important to look at how the value of culture could benefit other agendas in the city;

In response to questions it was reported –

- k) There was an understanding of the value of the cultural sector in economic and social terms and it would be important to look at the data to not just understand who was accessing events, but also who wasn't and to ask why, rather than make assumptions, to understand the data further;
- l) Early indications were that impact was being made in some areas identified as 'hard to reach', but more analysis and work on this would take place;
- m) There had been a lot of work done nationally to better understand the broader impact and value of culture and Plymouth Culture would be taking this on board and applying it locally;
- n) Over 10 years previous, a similar data collection activity was undertaken in Plymouth and research indicated that incentives were not the right method to driving usage and national data showed the same, so the 'Tap-In' app was taking a different approach in providing users with more information on events that they might like in the city;
- o) The 'Tap-In' app was in the pilot phase and did not have a function within it to book for events;
- p) All feedback from users would be reviewed and solutions looked into for the evolution of the functionality of the app;
- q) The cultural partnership had been formed, comprising of a cross-section across Plymouth with the aim of linking culture into other agenda's and was linked closely to the growth board;
- r) Feedback on the 'Tap-In' app was really important;

- s) Important to translate the value of culture into for other agenda's;
- t) The latest Census data would be incorporated into the Culture Plan and could be reported on in the future;
- u) 8 out of 10 organisations in Plymouth were offered renewed NPO funding, with the remaining two in conversation with the Arts Council about alternative funding routes;
- v) Collaboration, data collection and reflecting diversity in programs were priorities;
- w) There was more cultural investment in Plymouth was quite significant compared to other areas;
- x) Data at The Box would continue to be collected and analysed to influence programs, to address barriers and to build up case studies;
- y) It was important that Councillor's shared cultural information on their social media pages to reach more members of the public.

The Committee agreed to –

- 1) Note the report;
- 2) Receive more detail on the audiences that were not being reached and proposals to reach them, in the Annual Report in 2023;
- 3) Receive more detail on how data on diversity had influenced cultural programs in the Annual Report 2023.

74. **Visitor Plan Annual Update**

Councillor Pat Patel (Cabinet Member for Customer Services, Culture, Leisure & Sport), supported by Amanda Lumley (Chief Executive, Destination Plymouth Ltd) and David Draffan (Service Director, Economic Development) introduced the report and highlighted –

- a) The Visitor Plan 2030 would enable Plymouth residents to benefit from the visitor economy, supporting quality jobs, job retention and creation whilst also enabling Plymothians to take full advantage of the city's rich history, heritage and unique environment;
- b) The Visitor Plan 20230 was formally adopted in March 2020;
- c) The biggest challenge was moving forward despite a reduction in funding from £160,000 to £60,000;

- d) Pre Covid19 the economic impact was measured at £334 million and in 2021, this had bounced back up to around £240 million;
- e) In 2021, the media reach audience of Destination Plymouth PR was 647 million to the value of £17 million;
- f) In 2019, there had been around 290,000 visitors to events, increasing to over half a million in 2022;
- g) It was agreed that the remit would be broadened to encourage people to not just visit Plymouth but also to choose to work and live in the city;

Following questions from the Committee it was further explained that -

- h) Events had been taking place during the summer on The Hoe for a number of years, taking similar formats with regards to fencing, but feedback received following the 2022 event would be taken into consideration during discussions around a possible 2023 event;
- i) The events team work hard to retain their relationship with residents on The Hoe and would be keen to understand and resolve issues;
- j) A report would be provided to the Committee on lessons learnt from the I Big Summer event in 2022;
- k) Destination Plymouth was formally recognised as a Destination Management Organisation (DMO) and the review undertaken in 2021 by the Department for Digital, Culture, Media and Sport made recommendations to Government that were accepted to create a three-tier system;
 - i. The Destination Plymouth board was very confident that Plymouth would meet the criteria for a Level 2 Local Visitor Economy Partnership and would be bidding at that level;
- l) The Box could be considered as an alternative to having a 'Heritage Centre'.

The Committee agreed to –

- l) Note the report.

75. **Horizons Fund Activity Plan Update**

Councillor Pat Patel (Cabinet Member for Customer Services, Culture, Leisure & Sport), supported by Elaine Hayes (Interim CEO, National Marine Park), Kat Deeney (Head of Environmental Planning) and David Draffan (Service Director, Economic Development) introduced the report and highlighted -

- a) The summer program connected with over a million people and collected views on the National Marine Park (NMP) from approximately 860 people, which had led to a greater understanding of how people wanted to be

involved with the NMP, but also the barriers to its use and enjoyment;

- b) Opportunities such as Sail GP had been great opportunities in raising awareness as well as having been recognised by the late Queen Elizabeth II with the only kelp award in the UK and consequently being retweeted by Buckingham Palace and going global as a consequence;
- c) Work had also been carried out looking into developing the vision and purpose of the NMP and its governance infrastructure;

Following questions from the Committee it was also highlighted -

- d) Learning had been gathered about current barriers people face in accessing the NMP;
- e) Learnings relating to the Culture Plan could link in with work on the NMP.

The Committee agreed to –

1. Note the report;
2. Recommend to a future Committee that officers returned in Spring 2023 with a report that set out framework for the NMP Horizons Delivery Stage bid;
3. Recommend to a future Committee that the Interim CEX of the NMP returned in 6 months with a more detailed update on progress.

76. **Work Programme**

The Committee agreed to add the following items to the work programme –

- a) Non-Commercial Bus Route Service Reductions;
- b) Use of Hydrogen in Public Transport.

77. **Tracking Decisions**

The Committee noted the tracking decisions document.

Growth and Infrastructure Overview and Scrutiny Committee



Date of meeting:	01 March 2023
Title of Report:	Policy Brief - December 2022
Lead Member:	Councillor John Riley (Chair)
Lead Strategic Director:	Anthony Payne (Strategic Director for Place)
Author:	Lucy Davis – Policy and Intelligence Advisor
Contact Email:	lucy.davis@plymouth.gov.uk
Your Reference:	PB 010323
Key Decision:	No
Confidentiality:	Part I - Official

Purpose of Report

To provide the Growth and Infrastructure Overview and Scrutiny Committee with the latest national picture in respect of policy announcements and legislation.

Recommendations and Reasons

For Scrutiny to consider the information provided in regard to their role and future agenda items.

Alternative options considered and rejected

N/A

Relevance to the Corporate Plan and/or the Plymouth Plan

Delivery of the Corporate Plan and Plymouth Plan needs to take account of emerging policy and the legislative picture.

Implications for the Medium Term Financial Plan and Resource Implications:

N/A

Carbon Footprint (Environmental) Implications:

N/A

Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:

** When considering these proposals members have a responsibility to ensure they give due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not.*

N/A. No EIA has been completed as no decision is being taken. The item is for noting and to inform the Growth and Infrastructure Overview and Scrutiny Committee work plan.

Appendices

*Add rows as required to box below

Ref.	Title of Appendix	Exemption Paragraph Number (if applicable) <i>If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</i>						
		1	2	3	4	5	6	7
A	Growth and Infrastructure Policy Brief – March 2023							

Background papers:

*Add rows as required to box below

Please list all unpublished, background papers relevant to the decision in the table below. Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based.

Title of any background paper(s)	Exemption Paragraph Number (if applicable) <i>If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</i>						
	1	2	3	4	5	6	7

Sign off:

Fin	N/A	Leg	N/A	Mon Off	N/A	HR	N/A	Asset s	N/A	Strat Proc	N/A
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Approved by: Giles Perritt, Assistant Chief Executive

Date approved: 17.02.23


POLICY BRIEF – MARCH 2023

Growth and Infrastructure Overview and Scrutiny Committee



The information within this Brief is correct at the time of approval for publication and contains relevant recent announcements made by Government and its departments and regulators.

GOVERNMENT POLICY, LEGISLATIVE ANNOUNCEMENTS AND NEWS

Date of publication	Growth and Infrastructure Overview and Scrutiny Committee	 GOV
7 February 2023	<p>Prime Minister Rishi Sunak has announced the creation of four new Government departments:</p> <ul style="list-style-type: none"> • The Department for Energy Security and Net Zero • The Department for Science, Innovation and Technology • The Department for Business and Trade • A refocused Department for Culture, Media and Sport <p>Alongside this a reshuffle has also taken place:</p> <ul style="list-style-type: none"> • Lucy Frazer has been appointed Secretary of State in the Department for Culture, Media and Sport. • Michelle Donelan has been appointed Secretary of State for Science, Innovation and Technology. • Grant Shapps has been appointed Secretary of State for Energy Security and Net Zero. • Kemi Badenoch has been appointed Secretary of State for Business and Trade. • Greg Hands has been appointed Minister without Portfolio in the Cabinet Office. 	Cabinet Office
6 February 2023	<p>Department for Transport - £200 million to improve walking and cycling routes and boost local economies</p> <p>Active Travel England is inviting local authorities in England to apply for funding to make improvements that enable more people to choose active travel.</p> <p><i>Plymouth City Council will be submitting a bid. The details of the submission are currently in development.</i></p>	Transport
24 January 2023	<p>Department for Levelling Up, Housing and Communities – The Government has provided a response to a consultation covering the proposed changes to building regulations under part 4 of the Building Safety Act 2022. Further documents will be published in due course.</p> <p><i>The Council is aware of the publication and relevant matters. Work continues locally with key partners through the High Rise Building Team and feeds into national pieces of work to ensure local views are considered when informing national practice.</i></p>	Planning and building
18 January 2023	<p>Department for Business, Energy & Industrial Strategy- Councils are able to bid for a share of £60 million from the Brownfield Land Release Fund 2. The funding intends to bring council-owned land back into use, by turning redundant industrial sites, disused car parks and derelict buildings into land for new homes.</p>	Planning and building

	<i>Applications for round two will close on the 31 March, with successful projects expected to be announced over the summer. The Council anticipates bidding into round 2 and our submission is currently under development. A further round is expected in 2024.</i>	
13 January 2023	Department for Business, Energy & Industrial Strategy- The independent Net Zero Review of the Government's approach to delivering its net zero ambitions has been published.	Environment
9 January 2023	HM Treasury - The government has announced a new Energy Bills Discount Scheme for businesses, charities and the public sector The new scheme will mean all eligible UK businesses and other non-domestic energy users will receive a discount on high energy bills until 31 March 2024.	Business and industry
22 December 2022	Department for Levelling Up, Housing and Communities – A consultation on proposals to update the National Planning Development Framework has been launched <i>A single response will be submitted on behalf of the Plymouth and South Devon Joint Local Plan which represents Plymouth City Council, South Hams District Council and West Devon Borough Council.</i>	Planning reform
13 December 2022	Department for Work and Pensions - Helping people secure, stay and succeed in higher quality, higher paying jobs The government has published its response to the In-Work Progression Commission's Report – ' Supporting progression out of low pay: a call to action '.	Working, jobs and pensions

UPDATES TO RELEVANT LEGISLATION GOING THROUGH PARLIAMENT

[Levelling-up and Regeneration Bill](#) (introduced 11.05.22) – **Committee Stage, next sitting 20.02.23 HoL**

The Bill lays the foundations for delivering the Government's levelling up agenda. The Committee stage line by line examination of the Bill is scheduled to begin on 20 February 2023.

[Energy Bill](#) (introduced 06.07.22) – **Report Stage, next sitting TBC HoL**

The Bill aims to increase energy reliability, while supporting the UK's climate change commitments and minimising consumer costs, by leveraging investment in clean technologies and maintaining the safety, security and resilience of energy systems.

[Procurement Bill](#) (introduced 11.05.22) - **Report Stage, next sitting 21.02.23 HoC**

The Bill aims to simplify the procurement process and enshrine in law the objectives of public procurement including: delivering value for money, maximising public benefit, treating suppliers equally and without discrimination, and acting, and being seen to act, with integrity. This Bill was debated at second reading on the 9 January 2023 and has now been sent to a Public Bill Committee which will scrutinise the Bill line by line and is expected to report to the House by the 23 February 2023.

[Northern Ireland Protocol Bill](#) (introduced 13.06.22) – **Report Stage, TBC HoL**

The Bill aims to allow ministers to disapply parts of the Northern Ireland Protocol and relevant parts of the Withdrawal Agreement in UK law.

[Financial Services and Markets Bill](#) (introduced 20.07.22) - **Committee Stage, 20.02.23 HoL**

The Bill aims to make provision about the regulation of financial services and markets and will implement the outcomes of the Future Regulatory Framework Review.

UK Infrastructure Bank Bill (introduced 11.05.22) - **Consideration of Commons amendments, next sitting 14.03.23 HoL**

The Bill includes establishing the UK Infrastructure Bank in law with clear objectives to support regional and local economic growth and deliver net zero. It also provides the Bank with the necessary powers to lend directly to local authorities and the Northern Ireland Executive, enabling the Bank to play a key role in delivering public sector infrastructure projects.

Trade (Australia and New Zealand Bill) (introduced 11.05.22) - **Report Stage, 14.03.23 HoL**

The Bill is an important step in ratifying the negotiated Free Trade Agreements with Australia and New Zealand. The Bill will change the UK's rules on procurement which in turn will widen access for UK suppliers to procurement opportunities in Australia and New Zealand and allow their suppliers rights to access the benefits of the Agreements.

Retained EU Law (Revocation and Reform) Bill (introduced 22.09.22) **Committee Stage, next sitting 23.02.23 HoL**

The Bill will sunset the majority of retained EU law so that it expires on 31 December 2023. The Bill aims to enable the Government to create regulations tailor-made to the UK's own needs and support businesses to invest, stimulating economic growth across the UK economy.

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Growth and Infrastructure Overview and Scrutiny Committee



Date of meeting:	01 March 2023
Title of Report:	Risk Management Monitoring Report
Lead Member:	Councillor Mark Shayer (Deputy Leader and Cabinet Member for Finance and Economy)
Lead Strategic Director:	Giles Perritt (Assistant Chief Executive)
Author:	Ross Jago, Head of Governance Performance and Risk
Contact Email:	Ross.jago@plymouth.gov.uk
Your Reference:	RS/RM22/23
Key Decision:	No
Confidentiality:	Part I - Official

Purpose of Report

The attached report provides an update on both the Strategic register for the organisation.

Strategic Risk Register

During this review of the strategic risk register there have been three risks removed and one new risk added, bringing the total strategic risks managed to 20. The new risk relates to the viability of commercial bus operators with patronage not yet back to pre-Covid levels and the ending of Government Bus Recovery Grant in October.

This amber risk has been scored as 'almost certain' to happen and a 'moderate risk' to the operation of the council.

The three risks removed from the strategic register were:

- The Council is unable to fulfil its legal obligations regarding the safety of its citizens and service recipients.
- Staff resilience to causative factors of stress variable resulting in the primary reason for short and long term absences being due to stress / psychological factors; reduced morale, loss of productivity with impact on delivery. (Moved to operational risk)
- Departure from EU single market with The Trade and Cooperation Agreement could further decrease city economic output.

The appended report identifies risks pertinent to the committee.

Recommendations and Reasons

The Committee is recommended to note the current position with regard to the Strategic Risk Register.

Reason: As part of the Committee's responsibility for seeking assurance that key risks of the authority are mitigated against.

Alternative options considered and rejected

Effective risk management processes are an essential element of internal control and as such are an important element of good corporate governance. For this reason alternative options are not applicable.

Relevance to the Corporate Plan and/or the Plymouth Plan

The Strategic Risk and Opportunity Register includes links to the Corporate Plan priorities – monitoring of control action for strategic risks therefore contributes to the delivery of the council's core objectives.

Implications for the Medium Term Financial Plan and Resource Implications:

None arising specifically from this report but control measures identified in Directorate Operational Risk and Opportunity Registers could have financial or resource implications.

Financial Risks

None arising specifically from this report but control measures identified in Directorate Operational Risk and Opportunity Registers could have financial or resource implications.

Carbon Footprint (Environmental) Implications:

Failure to deliver against actions in the Climate Emergency Action Plan and Corporate Carbon Reduction Plan are included on risk registers.

Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:

** When considering these proposals members have a responsibility to ensure they give due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not.*

The risk registers specifically supports the council's overall governance arrangements.

Appendices

**Add rows as required to box below*

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		1	2	3	4	5	6	7
A	Risk Monitoring Report							
B	Strategic Risk Register (Pertinent to committee)							

Background papers:

**Add rows as required to box below*

Please list all unpublished, background papers relevant to the decision in the table below. Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based.

Title of any background paper(s)	Exemption Paragraph Number (if applicable)						
	1	2	3	4	5	6	7

Sign off:

Fin	DJN. 22.23. 293	Leg	EJ/38 851/2 2.1.22 (1)	Mon Off		HR		Assets		Strat Proc	
Originating Senior Leadership Team member: Giles Perritt											
Please confirm the Strategic Director(s) has agreed the report? Yes											
Date agreed: 21/10/2022											
Cabinet Member approval: Councillor Mark Shayer (Deputy Leader and Cabinet Member for Finance and Economy)											
Date approved: 22/11/2022											

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RISK MANAGEMENT MONITORING REPORT

February 2023



1. Introduction

- 1.1. This report provides the position with regard to the strategic and operational risk registers.
- 1.2. The next formal review of the strategic risk and opportunity register will take place in March 2023, the operational risk register will also be reviewed at this time. Risk registers are however a live document and will be regularly discussed at Directorate Management Teams.

2. Strategic Risk Register – Monitoring Summary

- 2.1. Two risks have been identified as sufficiently mitigated and have been moved to the operational register. These are -
 - The Council not meeting its obligation to keep data secure by failing to adhere to Data Protection Act 2018 Regulations.
 - The Council not meeting its legal obligations regarding the health, safety and wellbeing of its workforce.



3. Strategic Risk Register

The strategic risks pertinent to the Committee are shown in the tables overleaf.

3.2 Strategic Risk update table one

Table one provides an update on strategic risks with mitigation that is fully influenced by Plymouth City Council, one risk is pertinent to the committee.



Table one – Strategic Risks fully mitigated by Plymouth City Council

Risk Register No.	Description	Mitigation	Risk Score	Previous risk rating	Current risk rating	Risk Owner
1	The Council's expenditure exceeds the resources available to meet that expenditure within the medium term financial plan period (2022/23-2025/26)	<ul style="list-style-type: none"> • The Council has also taken the following steps <ul style="list-style-type: none"> ○ to adopt a 5 year MTFP moving forward rather than a 1 year or 3 year model ○ to adopt a system of monthly financial reporting to Directorate Management Teams, Corporate Management Team, and Cabinet and Quarterly to Full Council, with monthly consideration of directorate level financial issues at each Scrutiny Committee • In addition the Council has introduced a system of detailed monitoring of the delivery of savings targets so that a view is published monthly in Cabinet reports. This will also include any significant issues which emerge from the cost of living crisis. The Council also holds an annual review of fees and charges and has annual and ongoing programmes of work to identify and understand potential savings opportunities. The governance system of the Council - as unpacked in the Annual Governance Statement comprise a rigorous system of financial control. • It is of critical importance to the Council and City that CMT and Cabinet select means of reducing the costs of the Council to fully mitigate the forecast budget shortfalls in future years. This is underway but until this work is completed later in 2022 the risks will remain at the current level. 	25	Red  Red since May 2022	Red 	David Northey

Risk Register No.	Description	Mitigation	Risk Score	Previous risk rating	Current risk rating	Risk Owner
		The Deputy leader/PFH for Finance is meeting each week with S151 Officer and Strategic Director for Customer & Corporate Services to review the 2022/23 Monitoring position. There are also Member & Officer Budget Working Subgroup meetings every 2 weeks to monitor progress on 2023/24 budget.				

3.3 Strategic Risk update table two

Table two provides an update on strategic risks with mitigation that is influenced by Plymouth City Council but is also dependent on other outside factors, four of this risks are pertinent to the committee.

No.	Description	Mitigation	Risk Score	Previous risk rating	Current risk rating	Risk Owner
6	<p>Insufficient economic performance to sustain the City's economy and growth plans.</p> <p>The risk to economic performance is a combination of the ongoing impacts of the long term impacts of Covid 19, inflation (including materials), the war in Ukraine, cost of living crisis on both individuals and businesses</p>	<ul style="list-style-type: none"> The impact of COVID-19 on the economy has been sharp and has affected different sectors of the economy in different ways. Our strong emergency action plan response "Resurgam" has now transitioned to Business As Usual (BAU) activity. Alongside this we are seeking to maximise all opportunities to secure additional funding for economic initiatives including focussing on creating new jobs in the Blue and green economy. The initiatives include: The Plymouth and South Devon Freeport, National Marine Park, Levelling up bids and City Centre Investment Zones. We will continue to maximise all funding opportunities for our city region. 	20	Amber 	Red 	Anthony Payne

No.	Description	Mitigation	Risk Score	Previous risk rating	Current risk rating	Risk Owner
	<p>and general uncertainty in many sectors.</p> <p>Some of the long-term effects (especially without effective policy instruments) are likely to carry on later into 2022 and beyond.</p>					
17	<p>Risk of failing to meet carbon reduction targets to reach net zero by 2030.</p>	<ul style="list-style-type: none"> - Year 1, 2 and 3 CCRPs and CEAPs have been prepared to date, covering the period 2020-2022. - The focus of the CCRP is on the things in the direct control of the City Council; the focus of the CEAP is on the wider things the Council is able to influence as well as some of the climate actions of City partners. - The Climate Emergency strategy and action plan process is currently under review, with a view to making revisions from 2023, providing a more strategic approach. - Growth and Infrastructure Overview and Scrutiny Committee receive 6 monthly performance updates 	12	<p>Amber</p> <p>▬</p>	<p>Amber</p> <p>▬</p>	Anthony Payne
19	<p>Risk of failing to deliver the range of housing to meet Plymouth's need.</p>	<ul style="list-style-type: none"> - Current and future actions to consider includes; - Continue to lobby Government/respond to planning reforms seeking changes/assistance - State assistance for Affordable Housing delivery and prioritising Previously Developed Land /Urban housing regeneration - Progress Plan for Homes programme, prioritising interventions to build back AH delivery - New strategic land review to identify further suitable Council owned sites 	9	<p>Green</p> <p>▬</p>	<p>Amber</p> <p>↑</p>	Anthony Payne

No.	Description	Mitigation	Risk Score	Previous risk rating	Current risk rating	Risk Owner
		<ul style="list-style-type: none"> - Investigate potential for acquisition of some Plymouth allocated sites i.e. HE intervention - Funding opportunities to unlock PDL sites? i.e. Devolution Deal, HE/DLUHC funding streams - Increase Direct delivery to build pipeline of quality, well designed greener homes - Links to Skills Strategy and links with Building Plymouth for training and employment opportunities - Current activity includes; - Plan for Homes has identified and released 50 Council owned housing sites to the market; working to drive forward delivery on these sites. - Housing Investment Fund in Plan for Homes 3 targeted to support activity to unlock housing delivery to meet identified housing needs; funding either spent, allocated or committed to priority interventions. - Extensive discussions at a senior level with Homes England in attempting to support the creation of a place-based partnership, to unlock future funding to support market interventions and develop a pipeline of housing sites, support City Centre renaissance and to help align Government funding with housing site opportunities. - Launched the Plymouth Eco-Homes Programme to support building a pipeline of over 250 low-carbon and net-zero homes across Plymouth. - Commencing on site the Direct Delivery of new homes to drive up good design, quality and sustainable living, and identifying a pipeline of future sites to support our direct delivery ambitions. - Developed two Housing Partnership Agreements with key Housing Association Partners to maximise their investment and delivery in the city. 				

No.	Description	Mitigation	Risk Score	Previous risk rating	Current risk rating	Risk Owner
		<ul style="list-style-type: none"> - Considering site acquisitions and provided funding to help unlock stalled JLP sites. Reviews of JLP sites completed and monitored, with delivery strategies being implemented. - Secured £2.2m Brownfield Land Release Funding to help unlock 325 affordable homes on PCC owned land. - Ongoing innovation to improve the proactive and fast track approach to planning to deliver housing. - Monitoring development activity in the construction sector to understand the effect of COVID-19 on housebuilding. - We will manage the 5 year land supply position to ensure that decisions on sites are taken using a balanced and objective assessment of market conditions. - Work with the Plymouth Housing Development Partnership to leverage their investment and progress housing projects to stimulate affordable housing delivery, and support SME's to start building again. - Continuing to bring long term empty homes back into use. - Lack of market led delivery leads to lack of AH delivery – PDL delivery challenges vs greenfield, supply of sites left in Plymouth predominantly PDL – viability, demand and high values on greenfield sites in SH/WD - We are not unique in Plymouth- urban lower value cities have fared worse than affluent parts of the SE. 				
21	Viability of commercial bus operators with patronage not yet back to pre-Covid levels, the	<ul style="list-style-type: none"> - Monitor patronage levels locally both fare paying and concession pass holders. Frequent liaison meetings with bus operators. The Council continues to pay concession fare reimbursement above actual level of 	15	Amber	Amber	Anthony Payne

No.	Description	Mitigation	Risk Score	Previous risk rating	Current risk rating	Risk Owner
	<p>ending of Government Bus Recovery Grant in October, failure to secure any funding through our Bus Service Improvement Plan and increasing operating costs means that a number of unviable bus services are being reduced in frequency, re-routed or cut altogether from 4th September 2022.</p>	<p>travel, although this is reducing in line with Government guidance by 5% every 2 months until such time it is less than reimbursement based on actual trips. To address loss of commercial services from 4th September, virements from concession fares reimbursement budget to non-commercial services budget of £557K in 23/24 to pay for non-commercial services secured through competitive tender and enable all areas of Plymouth to continue to have a bus service, at least on Mondays to Fridays. To make the budget go as far as possible, routes have been redesigned where possible to be able to use developer contributions to part or wholly fund some non-commercial routes. Enhanced cleaning regime of buses to continue. Ensure clear messaging by transport providers about maximising messages about maintaining safe travel. In March 2021, the Government announced its new National Bus Strategy "Bus Back Better" making a further £3bn of funding available for the 3 years from April 2022 to significantly improve bus services across the country. In the end only £1bn was available and although PCC has not received any additional BSIP funding from the £1bn released, PCC has confirmed that it will introduce an Enhanced Partnership from the 31st October 2022. At the moment it is not possible to deliver Plymotion to encourage the take up of bus services. Schemes continue to delivered through the Transport Capital Programme to encourage patronage returning to pre-Pandemic levels as soon as possible. Increased commitment to non-commercial services is up until March 2024. Tenders will be sought late in 2023 when it is envisaged that commercial viability on a number of routes will have improved.</p>				

Growth and Infrastructure Overview and Scrutiny Committee



Date of meeting:	01 March 2023
Title of Report:	Climate Emergency Action Plan 2022 and Corporate Carbon Reduction Plan 2022 – In Year Monitoring Reports
Lead Member:	Councillor James Stoneman (Cabinet Member for Climate Change and Governance)
Lead Strategic Director:	Anthony Payne (Strategic Director for Place)
Author:	Paul Barnard
Contact Email:	Paul.Barnard@Plymouth.gov.uk
Your Reference:	CEAPCCRP – 2022 – Year End
Key Decision:	No
Confidentiality:	Part I - Official

Purpose of Report

This report provides the outturn position in relation to the Climate Emergency Action Plan (CEAP) 2022 and Corporate Carbon Reduction Plan (CCRP) 2022. There is a detailed commentary on every action set out in the Appendices to the report.

In relation to the CEAP, during 2022, 70 of 114 actions (61%) were 'achieved', 40 (35%) 'achieved in part', and 4 (4%) 'not achieved'.

In relation to the CCRP, during 2022, 22 of 35 actions (63%) were 'achieved', 9 (26%) 'achieved in part', and 4 (11%) 'not achieved'.

Some of those 'achieved in part' experienced slippage as a result of COVID-19 and its knock-on effects, and others were delayed by funding and resourcing issues. The reasons for non-achievement are a combination of resourcing issues, being superseded by new arrangements, and waiting for strategic decisions, as summarised in the Appendices.

Many of the actions which were 'achieved in part' or 'not achieved' are proposed to be carried forward into the City Council's Net Zero Action Plan 2023-26, which is being considered elsewhere on the agenda of this meeting.

Recommendations and Reasons

That the Growth and Infrastructure Overview and Scrutiny Committee:

- I. Note the Climate Emergency Action Plan (CEAP) 2022 Outturn Report, details of which are set out in Appendix A.

Reason: To acknowledge the progress made in delivering the climate actions agreed by the City Council on 24 January 2022 (Minute 25 refers).

2. Note the Corporate Carbon Reduction Plan (CCRP) 2022 Outturn Report, details of which are set out in Appendix B.

Reason: To acknowledge the progress made in delivering the climate actions agreed by the City Council on 24 January 2022 (Minute 26 refers).

Alternative options considered and rejected

Previous options have been considered and this process has been agreed by the City Council and (at the time) the Brexit, Infrastructure and Legislative Change Overview Scrutiny Committee.

Relevance to the Corporate Plan and/or the Plymouth Plan

The actions in CEAP are consistent with the outcomes in the Plymouth Plan, which has been reviewed to reflect the climate emergency declaration. The actions in CCRP are also consistent with the themes and values of the Corporate Plan 2018-2022.

Implications for the Medium Term Financial Plan and Resource Implications:

The Climate Emergency Action Plan and the Corporate Carbon Reduction Plan both set out the strategic direction and necessary focus for the City Council, partners and the wider city in relation to climate change issues for the 11 years to which the climate emergency declaration relates. As both the documents are strategic in nature the precise finance and resourcing implications will be assessed against each individual action as they are progressed. Any future revisions to the Corporate Plan will need to consider the financial implications arising from the commitments set out in future action plans. Budgets will need to be reassessed and capacity released to enable delivery against the stated ambition of net zero by 2030.

Financial Risks

As outturn updates, there are no financial risks arising from the report.

Carbon Footprint (Environmental) Implications:

The Climate Emergency Action Plan and the Corporate Carbon Reduction Plan will drive the efforts to ensure Plymouth is playing its part in meeting net zero carbon by 2030 and will therefore have a very positive environmental outcome.

Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:

** When considering these proposals members have a responsibility to ensure they give due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not.*

The City Council promotes a fairer, more equal Plymouth by investing in communities, putting citizens at the heart of decision making, promoting independence and reducing health and social inequality. By embedding this commitment within the Corporate Plan the City Council is acknowledging the importance of ensuring all communities have an opportunity to thrive in a zero carbon world.

Appendices

*Add rows as required to box below

Ref.	Title of Appendix	Exemption Paragraph Number (if applicable)						
		1	2	3	4	5	6	7
A	CCRP 2022 outturn							

B	CEAP 2022 outturn							
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Background papers:

*Add rows as required to box below

Please list all unpublished, background papers relevant to the decision in the table below. Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based.

Title of any background paper(s)	Exemption Paragraph Number (if applicable)						
	If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.						
	1	2	3	4	5	6	7

Sign off:

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Originating Senior Leadership Team member: Anthony Payne

Please confirm the Strategic Director(s) has agreed the report? Yes

Date agreed: 16/02/2023

Cabinet Member approval: Councillor James Stoneman, approved by email

Date approved: 15/02/2023

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APPENDIX A: CLIMATE EMERGENCY ACTION PLAN 2022- OUTTURN

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
3.1	Commence delivery of Phase 3 of the Green Homes Programme by improving the energy efficiency of over 150 homes by 2023.	Service Director for Strategic Planning and Infrastructure	40 properties have been completed to date and we continue to deliver improvements in line with the project end date of March 2023. We are expecting to deliver 150 improvements by the end of the project.	Achieved in part	Yes, as part of wider programme
3.2	The University of Plymouth will continue to work towards net zero emissions (scope 1 and 2) by 2025 and deliver fuel and power conversion to renewables through onsite photovoltaic and heat pump installations.	University of Plymouth	The University of Plymouth continues to work towards net zero emissions for scope 1 and 2 by 2025, investing in renewables such as the recent installation of photovoltaic solar panels on Rolle building, and soon to install a water source heat pump in our reservoir. The University of Plymouth are working on a master plan to build a timeline for switching all our heating and cooling infrastructure to renewable energy sources.	Achieved in part	No - the Net Zero Action Plan will just include actions led by PCC
3.3	The University of Plymouth will continue to deliver energy reduction projects (and work towards reducing mains grid electricity use by 20% and mains gas by 25% as a minimum by 2030 from 2005/06 levels) including: remaining LED lighting conversion projects; smart	University of Plymouth	Energy reduction projects driven by data analytics remain a key focus for the University of Plymouth. Recent project examples include PC power management and LED lighting. The University will be embarking on an upgrade to our entire Building Energy Management Systems over the next two years.	Achieved in part	No - the Net Zero Action Plan will just include actions led by PCC

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
	building management system upgrades for advanced controls; transformer replacements; big data project, using data driven analytics to reduce energy use.				
3.4	University Hospital Plymouth will work towards reducing the Trust's carbon footprint by 20% by 2025 and reaching Net Zero Carbon by 2030.	University Hospital Plymouth	University Hospital Plymouth will report on progress through their sustainability report.	Achieved in part	No - the Net Zero Action Plan will just include actions led by PCC
3.5	University Hospital Plymouth will work towards achieving a 10% net biodiversity gain by 2025.	University Hospital Plymouth	University Hospital Plymouth will report on progress through their sustainability report.	Achieved in part	No - the Net Zero Action Plan will just include actions led by PCC
3.6	Plymouth Marjon to complete the roll out of ground source heat pumps in 44 of their student accommodation units and education buildings, saving 600 tonnes of CO2 per year when up and running in March 2022.	Plymouth Marjon University	All ground source heat pumps are now installed and final commissioning is being carried out.	Achieved	No - the Net Zero Action Plan will just include actions led by PCC
3.7	Commission a biodiversity report in order to set targets and measure improvements to	Plymouth Marjon University	The Devon Wildlife Trust have undertaken a biodiversity survey and listed actions on how to improve areas of the campus.	Achieved	No - the Net Zero Action Plan will

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
	biodiversity on the Plymouth Marjon Campus.				just include actions led by PCC
3.8	Secure planning permission for a flagship Energiesprong low carbon housing development on land at Kings Tamerton and commence on-site infrastructure works.	Service Director for Strategic Planning and Infrastructure	The land sale contracts have been exchanged and a Section 106 agreement has been signed. Procurement is ongoing and discussions with Homes England regarding grant funding are progressing. Reserved matters application planned to be submitted by autumn 2023.	Achieved	No
3.9	Identify further housing sites in the city which could deliver exemplar low and zero carbon housing as part of the Eco Homes Programme.	Service Director for Strategic Planning and Infrastructure	The City Council has now identified a number of sites across the city where we are aiming to achieve a high sustainability standard. Therefore these sites will qualify for eco homes funding once design, cost and feasibility has been established. All sites are progressing and are currently at pre-planning stage. Most should progress to planning stage during 2023/24.	Achieved	No
3.10	Work with the University Sustainable Earth Institute to develop a guide for developers highlighting the benefits of green walls and roofs in new housing developments and seek to ensure these are provided for in future housing schemes.	Service Director for Strategic Planning and Infrastructure	A draft report has been received from our green infrastructure consultant (Dusty Gedge). The draft is being reviewed before circulating for wider comment and agreement of actions/way forward.	Achieved in part	No - but to be carried forward through JLP review

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
3.11	Engage with Western Power to establish existing grid capacity and understand the impact of new development. Explore smart approaches that would reduce the impact of new developments on the electricity grid.	Service Director for Strategic Planning and Infrastructure	The City Council continue to liaise with Western Power Distribution (WPD) – now National Grid Energy Distribution (NGED) - on a regular basis since the beginning of 2022. NGED were invited to DATA Play in April 2022 to explore common problem solving through technology solutions. As a result NGED have been looking into developing and providing more detailed online mapping showing both capacity and potential reinforcement solutions (eg cable improvements, substation upgrade etc). The work has been taken up to be delivered at a national level to support the implementation of changes. It is anticipated that the improved grid capacity information service could be available by April 2023.	Achieved	No - but to be carried forward through JLP review
3.12	Work with the Plymouth Net Zero Partnership to investigate innovations in decarbonising buildings.	Service Director for Strategic Planning and Infrastructure	The City Council continue to work with the Net Zero Partnership to, among other priorities, identify opportunities to secure funding for the decarbonisation of buildings, share good practice and identify innovations.	Achieved	No, although PNZP will continue to review opportunities for decarbonising buildings
3.13	Working with Plymouth Energy Community, Plymouth Community Homes and Live West, investigate opportunities to deliver EnergieSprong household retrofits in partnership with Homes England.	Service Director for Strategic Planning and Infrastructure	Opportunities for Energiesprong housing retrofits have been considered, but as the current funding landscape for social housing retrofit (Social Housing Decarbonisation Fund) provides funding for existing solutions, delivery of solutions funded by the Social Housing Decarbonisation Fund have been the priority for both Plymouth Community Homes and Livewest this year.	Achieved	Yes, as part of a wider programme

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
3.14	Work closely with UK Green Building Council (UKGBC), review and where relevant join its low carbon campaigns and low carbon learning opportunities.	Service Director for Strategic Planning and Infrastructure	The Housing Delivery Team has continued to follow the UK Green Building Council's (UKGBC) regular newsletters and joined a number of seminars and workshops over the last year. We have also signposted events to others where relevant. Most recently we coordinated a response to a 'call for evidence' from UKGBC regarding operational performance data for buildings from one of our registered providers in Plymouth. We will continue to follow the newsletters, seminars etc going forward.	Achieved	No
3.15	Lobby government to provide funding support to registered providers, house builders and developers in areas of comparably lower house values like Plymouth, to meet the additional development costs of achieving net zero housing.	Service Director for Strategic Planning and Infrastructure	The Housing Delivery Team met with the Director of Policy and a Senior Adviser on Housing, planning and homelessness at the Local Government Association (LGA) to discuss Plymouth's challenges with regard to increased energy efficiency requirements of new housing and the impact on viability. We provided the LGA with detailed information on viability challenges for a specific project which the LGA was looking to use in discussions with government. We secured some research funding to gain a better understanding of innovative ways for housing delivery especially in areas facing viability challenges. This work will be completed early in 2023/24.	Achieved	No - but generic lobbying action to be included to cover all future key opportunities
3.16	Work with Local Authority Building Control to interrogate the detail of Future Homes Standards and Future Buildings Standards once they are published and lobby government for improvements where standards are	Service Director for Strategic Planning and	A response was submitted to government as part of the Future Homes Standard consultation. Since then, the Government introduced interim upgrades to Building Regulations Part L&F and O&S. The Future Homes Standard will be phased in from 2025. The building Control Team organised an information morning in the Guildhall for local builders on this topic. A full technical specification for the Future Homes Standard will be consulted on in 2023. The	Achieved	No

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
	considered not ambitious enough to meet the 2030 net zero commitment.	Infrastructure	Building Control Team and Housing Delivery Team will interrogate the suggested standards and provide feedback to government with regard to whether these are seen as achievable, sufficiently far reaching and ensure that delivery of housing remains viable in Plymouth.		
3.17	Provide advice (with Plymouth Energy Community) to in excess of 200 landlords from the private rented sector on how they can improve the energy rating of their properties.	Service Director for Strategic Planning and Infrastructure	Plymouth Energy Community contacted over 450 landlords in Plymouth on behalf of the City Council to discuss their compliance with Minimum Energy Efficiency Standards and provided them with unbiased energy efficiency upgrade advice.	Achieved	Yes, as part of a wider programme
3.18	Work with social housing providers to apply for funding from the Social Housing Decarbonisation Fund, to lower the carbon emissions, reduce fuel bills and improve the comfort and health of over 100 households in the city.	Service Director for Strategic Planning and Infrastructure	The City Council secured £967,000 Social Housing Decarbonisation Fund (SHDF) to retrofit 85 homes (LiveWest and Plymouth Community Homes) in February 2022. This programme is reaching its delivery phase with extensive planning and preparation for the rollout. All retrofits are due for completion by April 2023.	Achieved	Yes, as part of a wider programme
3.19	Implement an accessible web-based home assessment tool working with Plymouth Energy Community to help residents establish their eligibility for	Service Director for Strategic Planning and	The eligibility web tool is used to support the Home Upgrade Grant (HUG) program. This web tool was funded by a grant from the South West Net Zero Energy Hub and is provided open source to all interested organisations and authorities. The tool was launched in October 2022 and has now had 4,000 visits.	Achieved	No

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
	funding of energy saving upgrades by 2022.	Infrastructure			
3.20	Provide a digital resource for households to provide information on the viability of heat pumps retrofits for a range of typical housing types in Plymouth by 2022.	Service Director for Strategic Planning and Infrastructure	The City Council is part of a Devon-wide heat pump project to lower barriers and provide information for households to understand if a heat pump is suitable for their home. The digital element of this is now not happening as funding not secured, though the research has been completed and a report submitted to the Microgeneration Certification Scheme (MCS, a standards organisation certifying low-carbon products and installations) for peer review.	Achieved in part	No
3.21	Continue the delivery of surface water drainage improvements in Central Park to reduce the risk of flooding in Central Park and Central Park Avenue.	Service Director for Strategic Planning and Infrastructure	Works have commenced on site in Central Park.	Achieved	No
3.22	Commence delivery of surface water storage and Landscape Masterplanning in Trefusis Park to better protect properties in Lipson Vale and Bernice Terrace and improve park amenity and ecological value.	Service Director for Strategic Planning and Infrastructure	The detailed design has been completed, but the construction cost has increased over and above the original budget due to inflationary pressures and additional funding is now being sought from the Environment Agency to allow works to commence in March 2023.	Achieved in part	No - to be considered as part of new corporate adaptation plan, which will be proposed in the Net Zero Action Plan

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
3.23	Commence work to extend tidal flood defences at Arnold's Point along the Embankment up to the rail bridge	Service Director for Strategic Planning and Infrastructure	The business case and funding allocation was approved by the Environment Agency (EA) National Team in August 2022 and site investigations are now programmed for January 2023 with construction commencing in autumn 2023 in line with the EA funding programme.	Achieved in part	No - to be considered as part of new corporate adaptation plan, which will be proposed in the Net Zero Action Plan
3.24	Commence the delivery of improvements to protect the causeway, public footpath and tidal creek ecology at Ernesettle Creek.	Service Director for Strategic Planning and Infrastructure	The project is in the Environment Agency Flood Defense Grant in Aid funding programme with indicative funding of £50k allocated in 2023/24. Discussions have taken place with the Council and Environment Agency Ecology teams and also with the National Marine Park project team to align projects and funding requirements.	Achieved in part	No - to be considered as part of new corporate adaptation plan, which will be proposed in the Net Zero Action Plan
3.25	Complete the Southway to Plymbridge walking and cycling scheme.	Service Director for Strategic Planning and Infrastructure	Phase 2 East of this scheme is now under construction. This section extends from Earls Wood Drive in the East through to the recently improved path connecting Plymbridge Road to Miller Way via Durrus Gardens. This scheme is expected to be completed in January 2023	Achieved	No
3.26	Complete the continuation of the off-road Eastern Corridor	Service Director for	This scheme is now under construction with completion anticipated by May 2023.	Achieved	No

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
	walking and cycling route to Colesdown Hill.	Strategic Planning and Infrastructure			
3.27	Complete construction of the Derriford Community Park cycle paths.	Service Director for Strategic Planning and Infrastructure	The construction of cycle path on Council land is complete and the path is now open to the public. There are some snags to complete and connect to the paths within the Forder Valley Link Road which are all due to be completed by May 2023. The Defense Infrastructure Organisation have not granted permission to complete the work required at the western end on their land, so despite planning permission being granted at the end of May 2022, we have been unable to deliver this section connecting it to Tailour Road. The public have to use pre-existing smaller paths to access the main cycle path.	Achieved in part	No
3.28	Commence the delivery of the Coronation Avenue Scheme to promote walking and cycling within Central Park.	Service Director for Strategic Planning and Infrastructure	The City Council have secured planning permission and have applied for additional funding for an updated design for this scheme. Construction of the scheme should begin in October 2022.	Achieved in part	No
3.29	Continue work on the Dockyard to City and St Budeaux to Docks cycle schemes.	Service Director for Strategic Planning	This is being delivered together with the St Budeaux interchange project under one construction contract. A detailed design package was submitted and target price received from contractor. Planning permission for the construction compound was granted in May 2022. As of	Achieved	No

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
		and Infrastructure	December 2022, construction contracts are on the verge of being awarded, with construction work anticipated to begin in early 2023.		
3.30	Continue development of St Budeaux Station's Sustainable Transport Interchange.	Service Director for Strategic Planning and Infrastructure	This is being delivered together with the walking and cycling improvements from St Budeaux to Dockyard and Dockyard to City Centre under one construction contract. A detailed design package was submitted and target price received from contractor. Planning permission for the construction compound was granted in May 2022. As of December 2022, construction contracts are on the verge of being awarded, with construction work anticipated to begin in early 2023.	Achieved	No
3.31	Commence delivery of the Woolwell to the George Transport Improvement Scheme, which will deliver an extension to segregated walking and cycling facilities along Plymouth's Northern Corridor.	Service Director for Strategic Planning and Infrastructure	Negotiations are taking place with the land owners. Phase I pre-construction works are commissioned and detailed design is set to begin in summer 2022.	Achieved in part	Yes, as part of a wider programme
3.32	Continue development of transport improvements along Royal Parade to enhance sustainable transport in the city centre and commence construction of preferred design.	Service Director for Strategic Planning and Infrastructure	The scheme is completing its design phase and is expected to start on site in spring 2023 and to be completed by autumn/winter 2023. The saw-tooth arrangement to improve the waiting area for buses and passengers remains a key feature of the scheme.	Achieved in part	Yes, as part of a wider programme

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
3.33	Continue development of transport improvements on Mayflower Street that will create more space for waiting passengers and arriving buses using both Royal Parade and Mayflower Street and commence construction of preferred design.	Service Director for Strategic Planning and Infrastructure	Phase 1 was completed in early December. Phase 2 started in January. The contract award for the final stages will be completed end of January and is expected that the scheme will be completed in May 2023.	Achieved in part	Yes, as part of a wider programme
3.34	Commence construction of the St Budeaux to Crownhill sustainable transport corridor.	Service Director for Strategic Planning and Infrastructure	The scheme is currently in detailed design phase to provide bus priority measures. Construction is anticipated to commence in spring 2023.	Achieved in part	Yes, as part of a wider programme
3.35	Commence construction of the Transforming Cities flagship Mobility Hubs, which will offer a low carbon multi-modal network for travel throughout Plymouth.	Service Director for Strategic Planning and Infrastructure	Construction of the Transforming Cities flagship Mobility Hubs has begun.	Achieved	Yes, as part of a wider programme
3.36	Continue development of the Plymouth Station Access,	Service Director	The City Council has appointed South West Highways to complete the first phase of the delivery of the new public	Achieved	No

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
	which will promote low-carbon forms of transport and facilitate pedestrian access between the station, the university and the city centre.	for Strategic Planning and Infrastructure	realm improvements. These works include the provision of an improved cycle and pedestrian connection between the station, the university and the city centre. The works started in September 2022 and will be completed in January/February 2023.		
3.37	Continue to roll out the Healthy Streets Assessments of selected city centre streets to promote better integration of public health, transport and planning in the design of streets to make them more people focussed.	Service Director for Strategic Planning and Infrastructure	The City Council are continuing to undertake assessments on new schemes as requested. The existing and the designs for Civic Square and Old Town New George Streets schemes have been reviewed. The next step is to review the completed designs. The existing schemes at Royal Parade and Armada Way have been reviewed. Design options for both schemes will be reviewed when they are available.	Achieved	No
3.38	Complete the Old Town Street/ New George Street public realm scheme, creating high quality walking and cycling routes through the city centre to facilitate a higher proportion of journeys by sustainable modes.	Service Director for Strategic Planning and Infrastructure	The enabling works are complete. Completion of the main enhancements is due by the end of summer 2023.	Achieved in part	Yes, as part of a wider programme
3.39	Commence construction of the Civic Square public realm scheme, creating high quality walking and cycling routes through the city centre.	Service Director for Strategic Planning and	The City Council have undertaken some enabling works for this scheme and tendered for main contractor in August 2022 for a start on site in November 2022. Having received tender prices back in December 2022 we are currently reviewing the viability of the scheme and whether changes are required.	Achieved in part	Yes, as part of a wider programme

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
		Infrastructure			
3.40	Complete design work on the Armada Way public realm scheme, creating more opportunities for walking and cycling routes through the city centre.	Service Director for Strategic Planning and Infrastructure	The design work is complete and was endorsed in November 2022.	Achieved	Yes, as part of a wider programme
3.41	Continue to expand the Local Cycling and Walking Implementation Plan by another 5 routes.	Service Director for Strategic Planning and Infrastructure	This action has now been completed. The Plymouth Local Cycling and Walking Implementation Plan (LCWIP) 2022 adds a further 4 cycling routes to our living LCWIP. The proposals for each route were consulted on earlier in the year and the final report, along with an associated consultation report, are now live on our website: Local cycling and walking infrastructure plan PLYMOUTH.GOV.UK	Achieved	Yes, as part of a wider programme
3.42	Lead a car free day to support residents to walk, cycle and use public transport, rather than the car, for regular journeys they make.	Service Director for Strategic Planning and Infrastructure	Sustrans' <i>Big Walk and Wheel</i> scheme, the UK's largest inter-school walking, wheeling, scooting and cycling challenge was delivered in Plymouth in late March 2022. 35 schools signed up, up from 34 last year, and 32 entered counts on the website, up from 28 last year. 46,414 active pupil journeys were logged, up from 42,461 last year.	Achieved in part	No - but behavioural changes initiatives will be reviewed as part of engagement plan to be proposed in the Net Zero Action Plan

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
3.43	Continue to support up to 30 local businesses to develop facilities for active travel through Workplace Travel Grants.	Service Director for Strategic Planning and Infrastructure	The 2022/23 Workplace Travel Grants scheme was launched in February 2022. £11,872.41 grant funding have been awarded as of March 2022. Funding has now ceased.	Achieved in part	No
3.44	Continue to bid for Department for Transport funds to deliver active travel schemes.	Service Director for Strategic Planning and Infrastructure	The Transport team has been successful in securing £1.5m (£1.24m grant from Department for Transport and the balance through 3rd party contributions locally) to be one of 11 pilot schemes in the Active Travel Social Prescribing Programme from 22/23 to 24/25. The Transport team submitted proposals to Active Travel England on how, between now and November 2023, we intend to use our allocation of £190,000 from the Capability and Ambition Fund on developing our cycle network and encourage change in travel behaviour towards more active travel. The government's invitation to submit bids to its Active Travel Fund 4 programme is delayed until 2023 and an announcement of funding allocations from the Capability and Ambition Fund is delayed until the end of 2022. We have secured £66k from Sustrans to spend developing schemes before April 2023 and submitted a bid to Tranche 7 of Sustrans funding for 2023/24.	Achieved in part	Yes, as part of a wider programme
3.45	Deliver tranche 3 of the Active Travel Fund to provide additional high quality walking and cycling facilities at up 10 locations in the city, delivering	Service Director for Strategic Planning	The Department for Transport have advised that the City Council did not secure funding for our Active Travel Fund 3 programme; eight of the proposed schemes will now not be delivered. Two of the schemes - Plymbridge Road and Central	Achieved in part	Yes, as part of a wider programme

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
	improved pedestrian and cycle crossings and routes.	and Infrastructure	Park improvements are currently under construction in modified formats.		
3.46	Deliver a feasibility study on how the Plymouth Health Sector can link to the Council's wider walking and cycling programmes through a social prescription programme.	Service Director for Strategic Planning and Infrastructure	This feasibility study was submitted in advance of the April 2022 deadline. In August Plymouth City Council were announced as one of 11 successful bidders, securing £1.24m to deliver a programme of nine Active Travel Social Prescribing projects over 3 years. Projects are either in delivery or in mobilisation.	Achieved in part	Yes, as part of a wider programme
3.47	Secure Mini Holland project funding in order to deliver a feasibility study considering how Plymouth Communities can be designed to facilitate greater levels of walking and cycling and less reliance on the private car.	Service Director for Strategic Planning and Infrastructure	The City Council's submission to the Department for Transport Mini-Hollands' Fund was unsuccessful.	Not achieved	No - although other initiatives to be taken forward through the Net Zero Action Plan
3.48	In response to the National Bus Strategy, develop a Bus Service Improvement Plan and form an Enhanced Partnership with public transport providers to include targets to substantially increase public	Service Director for Strategic Planning and Infrastructure	The original Bus Service Improvement Plan (BSIP) was refreshed by 31st October 2022; updating the previous Bus Service Improvement Plan to reflect the changes that have happened to the Plymouth bus network over the last 12 months. The Department for Transport did not award Plymouth any funding through Bus Service Improvement Plan. The Transport Team met with the Buses Division at the Department for Transport to receive guidance on progressing the Enhanced Partnership Scheme in the circumstances where	Achieved in part	Yes

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
	transport patronage and bus reliability.		no funding has been awarded. Re-consultation of the Enhanced Partnership Scheme with operators is now underway and with stakeholders in January followed by Cabinet approval to signing an Enhanced Partnership Scheme Agreement to be operational from 1st April 2023. A more comprehensive refresh of the Bus Service Improvement Plan will take place during the first 6 months of 2023.		
3.49	As part of the Bus Service Improvement Plan, give consideration to the role of existing Park & Ride facilities as a means of encouraging mode switch to public transport for part of the journey.	Service Director for Strategic Planning and Infrastructure	The George Junction Park and Ride building was reopened following the award of a contract to Citybus. The City Council are maintaining existing Park and Ride services even though patronage has not yet recovered to pre-pandemic levels. The Department for Transport has not allocated any funding to Plymouth as part of the Bus Service Improvement Plan so any enhancement of the role of Park and Ride will have to come from the Council's own resources or commercial operators. Tenders are being invited to provide staffing of the George Park and Ride building from April 2023 to September 2023.	Achieved in part	Yes, as part of a wider programme
3.50	Complete the development of Morlaix Drive to provide better bus access to Derriford Hospital, improving service reliability.	Service Director for Strategic Planning and Infrastructure	The scheme commenced construction as planned in January 2022. The original planned completion date was December 2022, however due to some additional design requirements and resulting additional construction activities, the planned completion date has moved to a current date of 2 March 2023. This may change again as the scheme nears completion in the New Year.	Achieved in part	Yes, as part of a wider programme
3.51	Submit the Bus Service Improvement Plan which will include a bid for a share of	Service Director for	No funding was awarded to our first Plymouth Bus Service Improvement Plan. The second Bus Service Improvement Plan will undergo further review during 2023 to be in a position	Not achieved	Yes

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
	Government funding set aside for the purchase by local bus operators of zero emission buses, including the purchase of electric mini buses to support Access Plymouth demand responsive services	Strategic Planning and Infrastructure	where it can support any future funding bids to the Department for Transport, including zero emission buses.		
3.52	Continue to input into the Decarbonising Strategy of Peninsula Transport which will require an assessment of scenarios for transitioning to low carbon and Net-Zero mobility futures, including a phased plan outlining the steps required to achieve transition either through reducing miles travelled by motorised vehicles or reducing carbon emitted per mile travelled.	Service Director for Strategic Planning and Infrastructure	The Department for Transport has provided advice to local authorities on actions they can take to reduce transport carbon emissions as well as guidance for local authorities on electric vehicle charging infrastructure. A carbon baseline prepared by Peninsula Transport's is with the Department for Transport for review. There is a follow-on piece of work around place typologies and modelling the impacts of interventions.	Achieved in part	Yes, as part of wider commitment to partnership working
3.53	In partnership with Network Rail discuss the feasibility for investing in creating more opportunities for rail freight delivery to and from the city.	Service Director for Strategic Planning and Infrastructure	The City Council continue to participate in Network Rail's Peninsula Rail Corridor Study Working Group published in November 2022. The transport team met with Network Rail and Great Western Railways in October to discuss further the potential for transporting smaller parcels by rail and reducing road traffic. Peninsula Transport met with Great British Railways in December 2022 setting out its headline priorities which are being developed further as part of a refreshed Peninsula Rail Strategy to be published in spring 2023.	Achieved in part	Yes, as part of wider commitment to partnership working

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
			Strategic Outline Business Case submitted to the Department for Transport seeking funding to continue the development of the scheme to reopen the rail connection between Tavistock and Plymouth, creating an opportunity in the long term to reduce demand on the A386.		
3.54	Contribute to the Peninsula Transport Regional Rail and Freight Strategy, to develop a plan for more efficient distribution of goods across the region.	Service Director for Strategic Planning and Infrastructure	The City Council continue to participate in the Peninsula Rail Corridor Study Working Group and to input into Peninsula Transport's Rail Strategy and Freight Strategy work packages. Peninsula Transport Sub-National Transport Body, has submitted its Business Plan which includes the Rail Strategy work, building on the Peninsula Rail Task Force's 20-year to provide an in-depth examination of specific travel corridors, working with strategic partners including Network Rail and Western Gateway, to identify recommended interventions on the rail network. Peninsula Transport's South West Freight Strategy has been completed.	Achieved in part	Yes, as part of wider commitment to partnership working
3.55	Engage with taxi drivers to understand barriers, support and promote the adoption of electric vehicles.	Director of Public Health	The Taxi Policy was approved by the City Council on 21 March and came into effect on 1 May 2022. Free training has been provided to private hire and hackney carriage drivers from the Energy Savings Trust to promote the benefits of electric vehicles. The City Council's Parking Enforcement Manager has given access to taxi and private hire vehicles to the Theatre Royal, Western Approach and Regents Street car parks for an hour without car parking charges for drivers to use the electric chargers. Meetings are being set up with the trade to discuss the charging points planned for the City.	Achieved	No

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
3.56	Deliver further charging infrastructure for electric powered boats.	Service Director for Strategic Planning and Infrastructure	Marine chargers were installed and are operational at the Barbican Landing Stage, Queen Anne's Battery and Mount Batten.	Achieved	No
3.57	Lobby government to consider fiscal incentives to support home and flexible working for businesses in the city.	Service Director for Human Resources and Organisational Development	The City Council wrote to HM Revenue & Customs on two occasions, to clarify the homeworking tax arrangements and to require further information about claiming mileage whilst working from home. It is anticipated that homeworking and flexible working will feature during the 2022 pay award. The City Council will continue to scan the environment to see if there are an opportunities available to support the workforce. The cost of living and utilities will have an impact on the workforce working from home. The City Council liaised with the Devon and Plymouth Chamber of Commerce to discuss opportunities for businesses in the city.	Achieved	No - but generic lobbying action to be included to cover all future key opportunities
3.58	Lobby government to increase the proportion of Department of Transport capital funding delegated to local authorities.	Service Director for Strategic Planning and Infrastructure	Inputs were made to the Department for Transport's Devolution Deal for greater local control of sustainable transport and strategic transport schemes.	Achieved	No - but generic lobbying action to be included to cover all future key opportunities

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
3.59	Lobby government to review vehicle excise duty in order to encourage a switch to sustainable transport modes	Service Director for Strategic Planning and Infrastructure	Sales of petrol and diesel powered vehicles is to be phased out by 2030. Vehicle Excise Duty must be reviewed in order to prevent a gap appearing in the country's finances as use of diesel and petrol driven cars decreases.	Achieved	No - but generic lobbying action to be included to cover all future key opportunities
3.60	Review the government's Transport Decarbonisation Plan and identify opportunities in Plymouth for future climate emergency initiatives and actions.	Service Director for Strategic Planning and Infrastructure	Guidance for the Department of Transport on the development of Local Transport Plans incorporating the decarbonisation of local transport is delayed. Given the March 2024 deadline for producing the next Local Travel Plan is possibly fixed, work is now being commissioned on securing baseline data on transport emissions in Plymouth and forecast carbon emissions under different policy scenarios and time horizons up to 2050.	Achieved	No
3.61	Continue to liaise with the Plymouth Cycling Campaign to ensure the experiences for cyclists in the city are improved.	Service Director for Strategic Planning and Infrastructure	Meetings with the Plymouth Cycling Campaign were held on 15th February, 19th May, 25th August and 24th November 2022. Plymouth Cycling Campaign have also attended a stakeholder workshop regarding the Active Travel Social Prescribing project.	Achieved	Yes, as part of wider commitment to partnership working
3.62	Publish an Electric Vehicle Chargers Inclusion and Accessibility Design Guide to	Service Director for	This guidance is published and promoted on the City Council's website and social media.	Achieved	No

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
	raise the standard and consistency of facilities in the city.	Strategic Planning and Infrastructure	https://www.plymouth.gov.uk/newsroom/pressreleases/newelectricvehicleinstallationguidancedevelopedplymouth		
3.63	Work with the Plymouth Net Zero Partnership to investigate innovations in fleet technologies.	Service Director for Strategic Planning and Infrastructure	An introduction to the Net Zero Partnership Action Group took place in May 2022 and we have continued to regularly raise this topic at meetings of the action group. The partnership is currently producing a series of case studies on fleet innovation from each of the key partners in the group. This content will be showcased on our Climate Connections website.	Achieved	Yes, as part of wider commitment to partnership working
3.64	Work with the University of Exeter and the University of Plymouth Sustainable Earth Institute to identify opportunities for research into clean transport technology.	Service Director for Strategic Planning and Infrastructure	For local authorities, switching to Zero Emissions Vehicles can generate substantial cost and emission savings, as well as help to deliver net zero targets. The City Council have made reference to local authority toolkits on introducing zero emission fleets and zero emission buses. Our local bus operators are undertaking research comparing hydrogen with battery electric zero emission technologies. The transport division has drawn up a consultant's brief seeking bids to develop the Council's Electric Vehicle charge point strategy.	Achieved in part	No - although the Net Zero Action Plan to include linked initiatives supporting infrastructure for alternative fuels, and delivery of EV charge point strategy
3.65	Progress proposals to connect Civic Centre to the city centre low carbon heat network.	Service Director for Strategic Planning	Detailed design for the scheme is complete. Business case approved for the scheme and Green Heat Network Fund application made. We anticipate a decision being made in early 2023.	Achieved	Yes, as part of a wider programme

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
		and Infrastructure			
3.66	Assess the feasibility of marine source heat pumps at various sites around Plymouth	Service Director for Strategic Planning and Infrastructure	A first and second stage reports on the feasibility of marine source heat pumps has been completed, using 5 waterfront sites to understand the best locations and optimum solutions. This has established continuity of water supply via tidal modelling, reviewed possible intake and discharge locations, explored land ownership, heritage implications and dredging, but also explored resilience. Millbay (linking to a heat network) and National Marine Aquarium are the more optimal locations, which may be progressed to more detailed feasibility. A feasibility at Devonport will also assess the use of marine heat pumps linked to a heat network.	Achieved	No - specific opportunities to be considered through JLP review
3.67	Assess the feasibility of heat networks in Barne Barton and Derriford	Service Director for Strategic Planning and Infrastructure	Consultants were appointed and are working on these feasibility studies which will be completed by March 2023.	Achieved in part	Yes, as part of a wider programme
3.68	Test the yield from ground source wells in Millbay to provide low carbon heat	Service Director for Strategic Planning and	The initial pump testing is complete and high yield is confirmed. Further work is programmed for February 2023 to apply for an Environment Agency license to use the well for renewable heat generation.	Achieved	No

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
		Infrastruct ure			
3.69	Secure planning permission for a Community Solar Farm at Chelson Meadow in partnership with PEC, with a view to deliver a 13.2MW array.	Service Director for Strategic Planning and Infrastruct ure	Planning permission was granted to this scheme in July 2022.	Achieved	No - but delivery will be included as part of wider programme
3.70	Research waste reduction and barriers to recycling in Plymouth using community feedback and service data to inform a new campaign on waste reduction and recycling to improve the quality and quantity of Plymouth's household recycling.	Service Director for Street Services	Research by Resource Futures to improve resident waste minimisation and recycling was concluded earlier in 2022. The company has now being commissioned to undertake a specialist review of existing printed and web materials, to refresh them and undertake a citywide campaign to try and encourage greater recycling participation. This work should be concluded by March 2023.	Achieved in part	Yes
3.71	Optimise use of available data and evidence locally and nationally to design interventions to optimise the frequency and type of collections, and improve route planning and reduce failure demand.	Service Director for Street Services	An external review of Street Scene & Waste has concluded and a clear recommendation is to review domestic waste collection rounds to optimise for greater efficiency. This will be scheduled for later in 2022. Additionally, the service has expanded the Alloy system to public litter bin collections. Operatives are recording the fill status each time they empty to ensure rounds are optimised. Examples would include visiting bins less often based upon fill level trends. Additionally, a business case has been approved to commission a specialist	Achieved in part	Yes

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
			firm to undertake domestic waste collection round optimisation. This work is scheduled to commence in the New Year with potential round changes implemented from September 2023.		
3.72	Continue to work with partners to ensure that, where practical and economical, recyclable material is processed and recycled in the UK – with a preference for the South West peninsula.	Service Director for Street Services	The service continues to use local outlets for recyclables where possible.	Achieved	No
3.73	Work with the Government to evaluate the 2018 Resource and Waste Strategy and 2021 Environment Act to ensure local authorities are provided with effective powers and additional resources.	Service Director for Street Services	The City Council engaged in the Government's consultation on their proposals for the Extended Producer Responsibility, Consistency of Collections and Deposit Return Scheme arising out of the Environment Act and awaits the publishing of their response to those consultations.	Achieved	No
3.74	Engage schools through development of Plymouth education and activity resources to increase recycling and re-use.	Service Director for Street Services	This work stream will need to slip into future years. There is currently no designated resource to undertake or lead these behavioural change activities.	Not achieved	No - but behavioural changes initiatives will be reviewed as part of engagement plan to be proposed in the Net Zero Action Plan

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
3.75	Work with 'Borrow, Don't Buy: Plymouth's Library of Things' to highlight opportunities to repair and re-use tools and develop skills.	Service Director for Strategic Planning and Infrastructure	The City Council have supported Borrow Don't Buy's crowdfunding efforts by match funding via the Climate Emergency Bonus. The funding will help to continue expanding the library, increasing its members and securing its future. Borrow Don't Buy have taken part in our events, the Big Go Green Fair on 20 October 2022 and our Library's 'In this together' event on 25th October. Since January 2022, Borrow Don't Buy have increased their membership by 430 members reaching a total of 1487 members, and completing a total of circa 2875 loans.	Achieved	No - but wider programme around reuse initiatives will be included
3.76	University Hospital Plymouth will work towards recording an 85% avoidance of waste going to landfill by 2025.	University Hospital Plymouth	University Hospital Plymouth will report through their sustainability report.	Achieved in part	No - the Net Zero Action Plan will just include actions led by PCC
3.77	University Hospital Plymouth will work towards embedding sustainability into every Trust service and activity by 2025.	University Hospital Plymouth	University Hospital Plymouth will report through their sustainability report.	Achieved in part	No - the Net Zero Action Plan will just include actions led by PCC
3.78	Plymouth Marjon to create student sustainability champions in order to increase student engagement.	Plymouth Marjon University	An outcome of the 2021 Climate Conference was the start of the Sustainability Champions group which saw both staff and students sign up.	Achieved	No - the Net Zero Action Plan will just include actions led by PCC
3.79	Plymouth Marjon to organise a climate crisis event for staff and students.	Plymouth Marjon University	Marjon hosted a Climate Conference in November 2021 which coincided with COP26. This was for both staff and students with the day involving external speakers, workshops and a plant-based lunch for all to try.	Achieved	No - the Net Zero Action Plan will just include actions led by PCC

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
3.80	The University of Plymouth will support Plymouth enterprises to shift to a low-carbon economy through the Sustainability Hub: Low Carbon Devon project.	University of Plymouth	The Sustainability Hub: Low Carbon Devon project continues to support Plymouth enterprises, for example holding a series of workshops supporting Small and Medium Enterprises to develop carbon footprints in May/June 2022.	Achieved	No - the Net Zero Action Plan will just include actions led by PCC
3.81	The University of Plymouth will support the management of the Future Plymouth 2030 webinar series and the delivery of presentations on the latest research.	University of Plymouth	The University of Plymouth continues to support Future Plymouth 2030, with 9 webinars held so far in 2022. Subjects covered range from biodiversity net gain, waste, creative industries, transport and much more. All webinars are available for anyone to watch on the website https://www.futureplymouth2030.co.uk/	Achieved	No - the Net Zero Action Plan will just include actions led by PCC
3.82	The University of Plymouth will utilise and grow the usage of the Sustainability Hub for engagement with staff, students and the local partners around the Net-Zero Carbon agenda.	University of Plymouth	The University of Plymouth continues to utilise the Sustainability Hub for engagement around the Net-Zero Carbon agenda e.g. over 10 events/meetings held so far by external partners in 2022 including Plymouth City Council, Plymouth Energy Community and climate conversations.	Achieved	No - the Net Zero Action Plan will just include actions led by PCC
3.83	Continue the delivery of the Future Parks Accelerator Programme and associated projects to deliver nature-based improvements to strategic green spaces across the city.	Service Director for Strategic Planning and Infrastructure	The City Council have secured an additional £285k of funding to continue the Future Parks Accelerator Programme until July 2023. The City Council have continued to support Street Scene and Waste workforce with training and communications. Councillors have been consulted to agree on new grass cutting schedules which support biodiversity with a series of short public information films on our wildflower meadows going out on Youtube. These are publicised on our	Achieved	No - to be considered as part of new corporate adaptation plan, which will be proposed in the Net Zero Action Plan

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
			<p>website. Ongoing support to social enterprises is provided in our parks. The creation of a new resource hub for them is complete. The Habitat Banking Vehicle Business Case was approved by Cabinet in December 2022, providing a mandate to complete work on Full Business Case for establishing and operating an arms-length company to act as the Plymouth Habitat Bank. This Full Business Case is being prepared for presentation to Cabinet in March 2023. Phase 1 capital works for Devil's Point Blossom are complete. An opening event was held in August to celebrate the Devils Point Blossom improvements for the local community with 150 attendees. Additional funding was secured to deliver Phase 2 of the project, including new seating and interpretation, to be completed in March 2023. The Saltram rewilding project continues with support of Green Minds.</p>		
3.84	Working with the creative and cultural sectors continue to deliver the Green Minds engagement programme, to support residents to take action for wildlife.	Service Director for Strategic Planning and Infrastructure	The Green Minds Project engaged with a total of 12,751 people (2,309 online, 10,442 in person) between January and December 2022, through online and in-person events (including volunteer sessions, creative commissions, Plymouth College of Art student projects, Keyham Greenspace Plan), 62% of whom were from more deprived neighbourhoods.	Achieved	No - to be considered as part of new corporate adaptation plan, which will be proposed in the Net Zero Action Plan
3.85	Deliver a nature-based leadership programme to bring together people from different sectors who share an interest in preserving the environment and to support the	Service Director for Strategic Planning and	Final sessions were held for the first cohort in the first quarter of 2022, involving 17 participants from a range of professions. A proposal is being pulled together to identify next steps for this programme. Ongoing support to blue and green nature social enterprises will continue to be provided. A licence was approved for the Village Hub in Blockhouse Park to manage an	Achieved	No

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
	development of nature-based social enterprise.	Infrastructure	area of the park and we are supporting the group to develop a new entrance area to the park. An online resource hub for community social enterprise in parks launched in summer with Real Ideas as part of our Future Parks Accelerator Community Renewal Funds and Green Minds programme: https://realideas.org/environment-and-local-democracy/resource-hub/		
3.86	Deliver a green social prescribing programme, to promote engagement with nature for health and wellbeing.	Service Director for Strategic Planning and Infrastructure	A pilot Green Social Prescribing scheme was successfully conducted in Central Park. A full report and next steps have been produced.	Achieved in part	No - to be considered as part of new corporate adaptation plan, which will be proposed in the Net Zero Action Plan
3.87	Working with community volunteers and young people, deliver natural infrastructure enhancements to increase biodiversity across the city, offering training, work experience, jobs and apprenticeships.	Service Director for Strategic Planning and Infrastructure	15 'Kick-start' placements are in progress with 2 participants offered roles post placement. The delivery of the Green Thinkers youth programme continues with Real Ideas, 14 have participated to date, 2 of whom went on to secure a 'Kick-start' placement with the green minds project. Green Minds continues to support 7 apprenticeships at the City Council, working with over 884 people, 450 of which were local to event site and 463 were young people (aged 0 to 24). Over 708 volunteers (187 of which were new attendees) provided 1360 hours of their time to this project. We have initiated design work with communities in Keyham greenspaces and West of City biodiversity enhancements. 1km of new access path was delivered a Duncombe Avenue (woodland in Honicknowle).	Achieved in part	No - to be considered as part of new corporate adaption plan, which will be proposed in the Net Zero Action Plan

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
3.88	Continue to deliver the Preventing Plastic Pollution Programme to remove plastic pollution raise awareness of the impact of single use plastics on the marine environment.	Service Director for Strategic Planning and Infrastructure	8 dive-cleans were held within Plymouth Sound National Marine Park saw the recovery of 2000km of angling line removed from the sea bed along with 55 bicycles, 22 scooters, 3 pushchairs, 1 motorcycle, 8 shopping trollies, 60 car/truck tyres and 80 bicycle tyres. All items were cleaned and recycled. 15km of Plymouth's waterfront has been targeted for beach cleans to provide input for data modelling as part of Preventing Plastic Pollution (PPP) project. 74 beach cleans were organised involving 488 volunteers who have collectively removed 851kg of litter including 478kg of plastic waste. 15 separate waste shark trials were carried out at Turnchapel Wharf, Plymouth Yacht Haven and Sutton Harbour, all the litter collected was analysed by the University of Plymouth. 6 angling bins funded by the project were installed and regular collections carried out since January 2022, collecting 32 kg of angling line by November 2022. A whale recycling unit sculpture has been installed on Plymouth Waterfront by the Lido, funded by Preventing Plastic Pollution, achieving a contamination rate below 5%. An art exhibition entitled 'Waste of Our Time' was created by two local environmental artists, engaging with local communities and school groups around marine plastics. A Plastic Free Protocol was produced to ensure public events held on Council land adhere to plastic footprint reducing criteria.	Achieved	No - but behavioural changes initiatives will be reviewed as part of engagement plan to be proposed in the Net Zero Action Plan
3.89	Continue to deliver the ReMEDIES and European Marine Site Recreation Impact Mitigation projects, which aims	Service Director for Strategic Planning and	Children's activities and games were designed for use at events and roadshows to promote the engagement of 1876 children with the project. In particular we produced a working model of an Advanced Mooring system to use at events including Southampton Boat Show and Sail GP. A video to explain what an Advance Mooring System is was commissioned and used by	Achieved	No - but seagrass offsetting initiative to be included in the Net Zero Action Plan

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
	to identify areas for large scale restoration of seagrass beds	Infrastructure	partners for education and engagement work (https://saveourseabed.co.uk/protecting-our-seabed/recreational-boating/mooring/). We submitted a successful bid to the Natural Environment Investment Readiness Fund for Blue Carbon project to evaluate and develop the case for investment into seagrass restoration, with the initial focus on blue carbon as the primary source of revenue.		
3.90	Commence delivery of the Plymouth and South Devon Community Forest project, which will create 500 hectares of new woodland planting across the city by 2025.	Service Director for Strategic Planning and Infrastructure	24 hectares of new woodland were planted in year 1 across the city. A Community Forest week of action was held to engage communities in tree planting activity across the city. Over 400 people engaged in a series of events taking place in February 2022.	Achieved in part	Yes - in relation to offsetting initiative
3.91	Deliver a pilot permaculture project at Zoo Field in Central Park.	Service Director for Strategic Planning and Infrastructure	The majority of the landscape design has been delivered. We ran engagement activities, attended by a class of local school children and community volunteers.	Achieved in part	No - to be considered as part of new corporate adaptation plan, which will be proposed in the Net Zero Action Plan
3.92	Undertake a review of Local Nature Reserves in the city and give consideration to further designations to	Service Director for Strategic	This review of local nature reserves is dependent on the implementation of the Local Nature Recovery Strategy (LNRS), an important new policy requirement of the Environment Act, that will establish priorities and map	Achieved in part	No - to be considered as part of new corporate adaptation plan,

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
	mitigate biodiversity and habitat loss.	Planning and Infrastructure	proposals for specific actions to drive nature's recovery and provide wider environmental benefits. Currently the City Council are awaiting the secondary legislation prior to starting this work. In the meantime the City Council are formulating the scope of the LNRS project, and are liaising with Devon County Council on the governance structure as the Plymouth strategy will be linked to the Devon-wide Local Nature Recovery Strategy.		which will be proposed in the Net Zero Action Plan
3.93	Building on the work of the Plymouth Skills Plan, we will support the development of green skills action plans for the key sectors of the Plymouth Economy, actively working with the Employment Skills Board, Skills Advisory Panel and Heart of the Southwest Local Enterprise Partnership and other key partners to secure funding to develop climate change skills.	Service Director for Education, Participation and Skills	<p>The Skills 4 Plymouth 5-year strategic plan has been finalised, with an embedded commitment to green skills. The City Council planned and participated in the city's first Future Homes Plymouth conference on 28 April. This was the first city wide event showcasing future near market opportunities for domestic energy retrofit and new build housing has attracted over 150 representatives from the local and regional construction industry:</p> <p>https://www.buildingplymouth.co.uk/news/delivering-future-homes-for-plymouth</p> <p>A Green Skills Coordinator has been appointed to help facilitate the development of the Green Skills Action Plan (GSAP) between October and November 2022. We held stakeholder engagement events with the Plymouth Employment & Skills Board, the Heart of the South West Skills Advisory Panel & Local Enterprise Partnership and the Plymouth Net Zero Partnership. The project will deliver a practical Green Skills Action Plan (GSAP) specifically for Plymouth, which focuses on ensuring local people have the right skills to enter into and progress in work, and local employers have the people they need with the right skills to deliver activities within those sectors that are responsible for</p>	Achieved	Yes

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
			the majority of emissions (as outlined in the Climate Emergency Action Plan), specifically: Buildings, Mobility, Power and heat, Waste.' Kovia Ltd was appointed in September 2022 to produce the GSAP. This was completed on 15th December 2022. This will be used by the Green Skills Coordinator to take positive steps forwards and contribute towards the Climate Emergency Action Plan from January 2023.		
3.94	Support businesses in the tourism industry to gain 'Green Tourism' accreditation, aiming to achieve 100 accreditations in 2022.	Service Director for Economic Development	The 'Green Tourism programme' was launched in February 2022 with a virtual conference which saw 68 businesses attending online. 37 sign-ups had been achieved by December 2022. Training sessions were delivered to a total of 81 participants on Carbon Foot printing, Introduction to Green Tourism and Green Edge sustainability. Presentations were given to audiences at various events including the Devon & Plymouth Chamber of Commerce, the Barbican Traders Association and Environment Plymouth, and meeting were arranged with multiple businesses owners and managers in person at their premises. Funding for this initiative has now ended.	Achieved in part	No
3.95	Provide direct support to businesses in sectors hard-hit by the pandemic to develop new business models and ensure a green, inclusive and sustainable economic recovery.	Service Director for Economic Development	The City Council have held a number of events that have been attended by over 100 businesses providing information on how to improve the sustainability of businesses, such as using cleaner commuting methods, the options for organisations to install solar energy and providing advice on how to start measuring carbon emissions. This has included running in-depth workshops allowing the attending businesses to leave with a measurement of their carbon footprint and develop a plan for its reduction. Businesses have also been provided with	Achieved	No

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
			direct one-on-one support providing advice and signposting on how to reduce their environmental impacts.		
3.96	Continue to encourage partner organisations to adopt and align social value procurement policies and ensure carbon reduction is duly considered in their procurement initiatives.	Service Director for Finance	As part of the Spend4Plymouth initiative a number of cross-organisational activities have been delivered and are in progress to promote the 'buy local' and 'social value' agendas, both of which have a positive impact on the local environment. The Council has hosted a 'Sustainable Industrial Forum' where procurement professionals and suppliers with environmental solutions shared good practice. A number of local supplier engagement events have been delivered with the Federation of Small Businesses and Chamber of commerce such as 'Pitch and Procure'. A Plymouth buyer network has been set up bringing together local procurement representatives from public, private and third sector organisations to share good practice and align processes and policies where possible. The group meet monthly and work through the network includes meet the buyer events and a number of social value seminars. A piece of research exploring the extent to which Plymouth buys local and seeks to generate social value has been jointly commissioned by the City Council and Marjon University. A survey is currently live- https://marjon.onlinesurveys.ac.uk/plymouth-resilience-research	Achieved	No
3.97	Work with the Key Cities Group to benchmark innovative approaches to inform future climate actions and initiatives.	Assistant Chief Executive	The City Council continued to engage with the Key Cities Group and will work with them to collaborate and share best practice on this agenda as and when the opportunities arise. The City Council is also represented on the Key Cities Housing network which provides an opportunity to discuss challenges around the additional costs associated with	Achieved	No

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
			delivering net zero carbon housing. The Council also completed a Key Cities Net Zero research survey in October 2022. Following on from this we took part in a more detailed discussion with the network's research partner to help them gain a more detailed understanding of the context, successes, lessons learned, challenges and support requirements needed by member places to achieve net zero. This will be used to help guide the development of a Net Zero Framework for the Key Cities network.		
3.98	Review government commitments arising from COP 26 and the Net Zero Strategy in relation to new requirements on how Plymouth can meet its net zero ambitions by 2030.	Service Director for Strategic Planning and Infrastructure	This has been delivered through the creation of Plymouth's strategic narrative, outlined on our Climate Connections website (climateconnectionsplymouth.co.uk) which now sets out Plymouth's game plan to cut down the city's carbon emissions.	Achieved	No
3.99	Through the Community Empowerment programme, identify current engagement, intelligence and successful interventions around reducing emissions across the city to identify good practice and opportunities to expand, and any gaps to be addressed.	Director of Public Health	The Low Carbon Team attend community empowerment workshops to discuss the implications of the Climate Emergency Action Plan with the wide range of Voluntary and Community Social Enterprises representatives attending (up to 70). Plans are under discussion to link the Mobility Hubs to the Wellbeing Hubs and promote the use of ebikes.	Achieved	No - but behavioural changes initiatives will be reviewed as part of engagement plan to be proposed in the Net Zero Action Plan

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
3.100	Continue to work with Cornwall Council, Devon County Council and South Hams and West Devon councils on developing climate emergency initiatives including sharing good practice.	Service Director for Strategic Planning and Infrastructure	Work is on-going with our neighbouring authorities to continue to build and strengthen relationships and share good practice and develop climate emergency initiatives, for example through the work on the Devon Carbon Plan.	Achieved	No - but covered by wider partnership working commitments
3.101	Work with the Local Resilience Forum to scope a Plymouth Climate Resilience and Adaptation Plan.	Service Director for Strategic Planning and Infrastructure	The City Council are participating in the Devon Climate Emergency Climate Impacts Group, which is working on the development of an Adaptation Plan for the region. Membership of the group consists of neighbouring local authorities, utility services, academic institutions and partner organisations of the Local Resilience Forum. This group is responsible for assessing the impacts faced in the Southwest region, and reviewing current levels of community preparedness for a warmer world. The groups has appointed a specialist consultant to develop a Devon, Cornwall and Isles of Scilly Climate Adaptation Strategy which will be completed in January 2023.	Achieved	Yes
3.102	Put in place interim planning guidance, pending the review of the Joint Local Plan, to provide even greater protection to the natural environment, and even higher standards of low carbon design and resilience, so that planning practice stays in tune with changing national policy and	Service Director for Strategic Planning and Infrastructure	The Plymouth and South West Devon Climate Emergency Planning Statement was formally adopted by City Council on 21 November 2022.	Achieved	No

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
	guidance and gives proper weight to the climate emergency.				
3.103	Investigate the potential for the creation of a Carbon Offsetting Fund secured through Section 106 agreements to fund carbon saving initiatives where high energy efficient requirements in new developments cannot be met.	Service Director for Strategic Planning and Infrastructure	Provision for securing Section 106 contributions to offsetting included in the Plymouth and South West Devon Climate Emergency Planning Statement, which was adopted on 21 November 2022.	Achieved	No
3.104	Commit to establishing ahead of the 'Acceleration Phase' of the Plymouth Climate Emergency to the identification of climate budgets, monitoring trajectories and year on year milestone targets for all 5 key climate emergency sectors (buildings, mobility, power and heat, waste and engagement and responsibility).	Service Director for Strategic Planning and Infrastructure	This has been delivered through the creation of Plymouth's strategic narrative, outlined on our Climate Connections website (climateconnectionsplymouth.co.uk) which now sets out Plymouth's game plan to cut down the city's carbon emissions.	Achieved	No
3.105	Organise a themed day at Plymouth Libraries on the topic of climate change.	Strategic Director of Customer and	Plympton library held an environment day during February half term 2022. Working with a local 'Clean my Patch' group, we jointly organised an event that consisted of a 'rubbish and recycle' scavenger hunt for families. Items retrieved were then brought back to the library for a craft event. A science table	Achieved	No - but behavioural changes initiatives will be reviewed as part of engagement

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
		Corporate Services	<p>was set up by one of the volunteers for children to look at interesting bugs and creatures under the microscope and learn about the importance of all creatures in the environment. A story time to the families reading 3 books with a recycling or environmental theme.</p> <p>A second annual Climate Emergency themed day was held on 25 October 2022 at the Central Library. A number of partners (internal and external) attended and met with customers and visitors for a day of family activities. In the region of 550 to 600 customers visited the library on the day of the event, representing an additional 200 to 250 customers compared to a normal day.</p>		plan to be proposed in the Net Zero Action Plan
3.10 6	Continue to raise awareness of climate change issues by supporting the Future Plymouth 2030 conference programme in partnership with the Royal Institute of British Architects.	Service Director for Strategic Planning and Infrastructure	Led by the Royal Institute of British Architects (RIBA) in partnership with Stride Treglown Architects, the University's Sustainable Earth Institute, Low Carbon Devon and Plymouth City Council – and supported by a host of construction companies and professional institutes – Future Plymouth 2030 has earned praise for the way it has focused on key issues relating to low carbon futures. The second season began on 6 October 2021 and delivered a total of 16 webinars. Future Plymouth 2030 are in the process of establishing themselves as a Community Interest Company and has agreed to act in an advisory capacity to the Executive Board of the Net Zero Partnership.	Achieved	No - but behavioural changes initiatives will be reviewed as part of engagement plan to be proposed in the Net Zero Action Plan
3.10 7	Undertake the 2022 Plymouth Climate Challenge to support community-led climate change projects and initiatives.	Service Director for Strategic Planning	Due to insufficient funds in the City Change Fund, it has been agreed that the Plymouth Climate Challenge will not take place this year.	Not achieved	No - but behavioural changes initiatives will be reviewed as part of engagement

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
		and Infrastructure			plan to be proposed in the Net Zero Action Plan
3.108	Continue to engage with the Youth Parliament to ensure that the voice of children and young people is heard in relation to the climate emergency.	Service Director for Children, Young people and Families	The Participation Team have provided support to Youth Parliament campaigns and initiatives relating to the climate emergency, including a monthly Young Person Climate Emergency Group started in May 2022. The Youth Parliament are working towards delivering another Young Persons Climate Emergency Summit in the spring of 2023. Members of the Youth Parliament have been sponsored by the Council as City Climate Ambassadors and advisors to the Cabinet Member for Climate Change; the Youth Parliament has representation on the Plymouth Net Zero Partnership Executive Board.	Achieved	No - but behavioural changes initiatives will be reviewed as part of engagement plan to be proposed in Net Zero Action Plan
3.109	Continue to promote Ashden Let's Go Zero Campaign to Plymouth's primary and secondary schools to encourage all schools in the city to develop net zero carbon plans.	Service Director for Education, Participation and Skills	Promotion of the Let's Go Zero campaign is included in Health and Wellbeing in Education Briefings at various points throughout the year.	Achieved	No - but behavioural changes initiatives will be reviewed as part of engagement plan to be proposed in Net Zero Action Plan
3.110	Hold Climate Emergency events for Plymouth schools by embedding it in health and wellbeing briefings.	Service Director for Education, Participati	The Healthy Child Quality Mark (HCQM) programme has been redesigned to include net zero carbon related developments. Low Carbon input (Lets' Go Zero) has been	Achieved	No - but behavioural changes initiatives will be reviewed as part of engagement

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
		on and Skills	delivered to meetings of the Health and Wellbeing in Education Professional Community (2022).		plan to be proposed in the Net Zero Action Plan
3.11 1	Expand the programme for Climate Change Ambassadors across the whole of Plymouth.	Service Director for Strategic Planning and Infrastructure	The programme has been fully scoped and youth ambassadors were identified. The roll out of wider recruitment to the programme began in June 2022, and so far we have recruited seven ambassadors through spontaneous applications, and had five individuals accept our invitation. The main recruitment boost is set to coincide with the delivery of phase 2 of the city's climate website where the scheme will be advertised. Climate Ambassadors meet at regular intervals to discuss initiatives that can be put in place to increase recruitment, raise awareness of climate change and drive action.	Achieved	Yes
3.11 2	Implement the Building Resilience in Communities social innovation project in the Lipson and Keyham areas to improve and enhance community resilience and increase their ability to meet the challenges posed by climate change.	Service Director for Strategic Planning and Infrastructure	The Building Resilience in Communities (BRIC) project hosted engagement events with Lipson Vale residents about their feelings on climate change and preparedness for flooding and are collaborating with Lipson Cooperative to install a Weather Station in their school grounds for use by pupils across various curriculum subjects and the local community. We hosted four community engagement events to consult the public and raise awareness of the flood risk and led 30 appreciative inquiry interviews in the St Levan Park area. We circulated a local newsletter for Lipson Vale and surrounding areas. Collaborative relationships being built with stakeholders South West Water, Environment Agency, Cornwall Community Flood Forum and others. Nine 'Flood Awareness in the Community' digital badges have been issued to members of the community. BRIC have attended community events to share	Achieved	No - to be considered as part of new corporate adaptation plan, which will be proposed in the Net Zero Action Plan

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
			their 'Slow the Flow' message. Since September 2022, BRIC have focussed on small targeted community events and workshops to continue raising awareness of flood risk and to encourage the formation of Flood Action Groups within high flood risk communities. Rolling out a programme of Home and Dry workshops to raise awareness of flood risk management.		
3.11 3	Continue to liaise with interested stakeholders to explore the opportunities and challenges of delivering land and maritime applications for hydrogen generation, supply and use for motorised transport in Plymouth.	Service Director for Strategic Planning and Infrastructure	The City Council has been facilitating meetings of a roundtable group of key stakeholders interested in the use of hydrogen in transport. The City Council continues to liaise with interested stakeholders and discussions will continue into 2023 and beyond. Work to support the exploration of hydrogen production and the potential for hydrogen in the region has been ongoing. Work has been taking place at a sub-regional level with Peninsular Transport Sub-National Transport Board and the Heart of the South West Local Enterprise Partnership as well as locally with businesses and consultants supporting their research. One green hydrogen production project based at Langage and associated with the Plymouth and South Devon Freeport has already been consented and has a commissioning target date of late 2025. A discussion paper on the use of hydrogen in public transport is being prepared to facilitate a discussion at the next Growth and Infrastructure Overview and Scrutiny Committee meeting in March 2023.	Achieved	No - although the Net Zero Action Plan to include linked initiatives supporting infrastructure for alternative fuels
3.11 4	Establish a Climate Emergency Investment Fund to provide finance to support projects and initiatives to accelerate reductions in carbon emissions	Service Director for Finance	On 28 February 2022 the City Council approved a budget for the creation of a Climate Emergency Investment Fund with an initial value of at least £2m capital investment. The anticipated benefits of the fund were identified as: reducing the City Council's carbon emissions, reducing the City's carbon emissions and helping to contribute to the Council's	Achieved	No

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
	and lobby government to resource future provision.		declaration to be net-zero carbon by 2030; allowing the City Council to be more agile and successful in pursuing external funds that support the Climate Emergency, ensuring equality within the Climate Emergency response and saving the Council money in the longer term by scaling up the response to the climate emergency, now delivering actions that will get more expensive over time. The Climate Emergency Investment Fund scheme is now in place and process of allocating funds has commenced. Additionally, the City Council has sought additional freedoms and flexibilities in the Devon Devolution Deal proposal in order to increase Climate Emergency funding available.		

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APPENDIX B: CORPORATE CARBON REDUCTION PLAN 2022- OUTTURN

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
3.1.1	Prepare a 5 year rolling plan to address the retained corporate buildings in a priority order with a fabric first approach to energy saving	Service Director HR & OD	This action relied on the result of a condition survey. Further, a request for funding to the Climate Emergency Investment Fund was submitted so that the resources needed to prepare and deliver the 5 year plan could be actioned. The funding request was approved in May 2022, so the programme can proceed once the condition surveys are completed.	Achieved in Part	Yes
3.1.2	Develop a costed programme of air and ground source heat pumps required to decarbonise City Council buildings.	Service Director SP&I	A systematic approach was taken to identify the Council's top 10 buildings to decarbonise using heat pumps. This desk based work was completed and a list drawn up. Quotes were obtained to complete technical audits on those, these totalled £100k. Salix funding was applied for to cover the cost of this in September 2022 but we were unsuccessful in our application and as such the audits are not complete.	Achieved in part	Yes, as part of wider programme
3.1.3	Develop a Water Reduction Action Plan to achieve a 20% reduction in water use.	Service Director HR & OD	There is no movement on this currently due to resourcing issues, however we do receive advice from suppliers where appropriate.	Not Achieved	No - to be considered as part of new corporate adaptation plan, which will be proposed in NZAP
3.1.4	Reduce energy consumption by minimising the temperature in all council offices following consultation with staff.	Service Director HR & OD	The space-heat policy was reviewed for winter 2022 and we are currently operating at lower temperatures.	Achieved	Yes, to investigate potential to go further
3.1.5	Finalise a grassland management policy to maximise opportunity to manage areas for habitat to counter habitat loss and species decline.	Service Director Street Services	Grassland management policy for 2022 cutting season was agreed with relevant Cabinet Member and shared with all Councillors. Policy seeks to balance approach to grassland management between for people and nature. Categories of green spaces are given designated cutting regimes. The following objectives are set out in the policy.	Achieved	No - to be considered as part of new corporate adaptation plan, which will be proposed in NZAP

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
			<ul style="list-style-type: none"> • Ensure people can access and enjoy Plymouth's green spaces • Enable people to have a visual and physical connections to nearby nature Engage and communicate the approach we take to the public and why • Enhance natural networks, biodiversity and carbon storage via our grassland • Create connected natural corridors for species movement • Match our cutting regimes to the grassland use because not all grass is the same <p>Further review underway ready for the 2023 season taking into account feedback from residents, Councillors and staff.</p>		
3.1.6	Investigate the use of City Council sites and parks for electricity storage.	Service Director SP&I	Tesla power banks have been installed at Prince Rock which store the energy produced by the on site photovoltaic (PV) panels. Discussions and investigations will continue into how Council assets can be utilised to generate and store renewable energy.	Achieved in Part	Yes, as part of wider programme
3.1.7	Implement a Council Sustainability Procurement Policy which specifically includes a minimum net zero certification for all City Council new development projects.	Service Director SP&I	Initial scoping was undertaken, but resources not available to progress during the year.	Not Achieved	Yes
3.2.1	Continue to implement a vehicle decarbonisation programme so all cars and vans are converted to EVs by 2024.	Service Director Street Services	Current Fleet replacement continued throughout the year to replace Diesel cars and vans for electric alternatives. Identified that additional infrastructure was required to convert by 2024. Request for funding bid to the climate emergency investment fund was submitted. The funding	Achieved	Yes

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
			request was approved in May 2022. Council fleet consists of around 220 vehicles in total ranging from small cars to HGV vehicles. At the start of the year the Council had 38 electric cars/small vans in service across a wide range of departments. In year we purchased an additional 12 taking this up to 50, which should be in service within 2023. The bid for Climate Emergency Investment Fund was successful for an additional £891,000 to replace up to 24 Diesel cars/vans with Electric Vehicles (EV) alternatives over the next 2 years, this is dependent on additional infrastructure and requirements still being challenged. A business case has been published and approved on 8th December 2022.		
3.2.2	Commit to having a zero carbon vehicle for the Lord Mayor by 2023 through either a renegotiation of the lease contract or a replacement zero carbon vehicle	Service Director Street Services	A new Lease order was placed for an EV car which will be delivered on 4 th January 2023. This will be a BMW IX3 on a 3 year lease for the Lord Mayor's office.	Achieved	Yes, as part of wider programme
3.2.3	Undertake a review of school transport procurement criteria and routes to reduce emissions from 2023.	Service Director EPS	All routes were reviewed and a number of routes reduced or removed. Routes are constantly assessed. Demand for routes change on a weekly basis so this assessment takes into consideration, time, safety and their environmental impact. Child safety will always take precedents in any decision.	Achieved	No
3.2.4	Provide personalised travel advice to young people to be more confident of using public transport.	Service Director EPS	The provision of personalised travel advice to young people is now part of an ongoing program of work. The team worked closely with special schools to identify young people who would be suitable to receive travel training to enable them to use public transport.	Achieved	No
3.2.5	Minimise unnecessary journeys for street bin emptying by	Service Director	Utilising the digital task and asset management system, Alloy, crews were asked to record the fill status on each	Achieved	Yes

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
	investing in physical and digital solutions	Street Services	street bin. Over time this data has been analysed and now emptying schedules have been adjusted to match trends. Data will be analysed across seasons to identify and respond to variations. This approach reduces fuel and enables resource to be allocated to areas of the greatest need. This is an ongoing action as data from the Alloy system is constantly used to optimise rounds.		
3.3.1	Introduce a more efficient payment systems into all council multi story car parks to enhance environmental outcomes	Service Director Street Services	A new payment system went live on the 1st May in Theatre Royal car park. The new system uses less energy and customers will no longer have to take paper cards on entry, or have to display tickets as in some other car parks, which end up going to waste. This was the first system replacement of 4 city centre multi-storey car parks, all of these have been completed. Energy consumption will be monitored following the system migration, allowing us to measure the environmental impact of the scheme.	Achieved	No
3.3.2	Undertake a pilot Sustainable Street Lighting initiative to save energy with a view to reducing carbon emissions by 50% by 2030.	Service Director Street Services	A Sustainable Street Lighting initiative pilot was successfully undertaken and completed. The pilot aimed to evaluate energy saving with a view to reducing carbon emissions. The first Zone was identified in early spring (North Prospect) and modules installed. The 2 nd zone soon followed (Manadon) The profiling test arrangements have been successful with a resultant 20% carbon reduction realised	Achieved	Yes
3.3.3	Pilot the use of modern technology to change the road surface dressing methodology to reduce CO2 output.	Service Director Street Services	A pilot was successfully undertaken. The pilot sought to trial a new approach, which combined the warming of the asphalt surface and adopting a thin lay techniques. Assessment of the carbon impact was established using the One Click Life Cycle Assessment (LCA) Carbon Tool. The Carbon Base line mechanism is still in development	Achieved	Yes, as part of wider programme

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
			but a substantial reduction of carbon emissions has been realised.		
3.3.4	Research and pilot further opportunities to reduce carbon emissions from the maintenance and improvement of roads and paths.	Service Director Street Services	Surface dressing has been re-introduced across the City, 9000 Mtr2 of road has received treatment. Assessment of the Carbon impact was established using the One Click LCA Carbon Tool. The Carbon Base line mechanism is still in development but a substantial reduction of carbon emissions has been realised.	Achieved	Yes, as part of wider programme
3.4.1	Aim for 90% of business travel using public transport, active travel or electric vehicles by 2030	Service Director HR & OD	Funds to deliver improved sustainable travel infrastructure at council premises were secured through applications to the Climate Emergency Investment Fund (Spring 2022) and Workplace Travel Grant (September 2022). Improvements will be delivered at Ballard House, Prince Rock Depot and Crownhill Court. The Go Green Employee Travel Policy was launched in March 2022. The Go Green Employee Travel Guide was launched in March 2022 and has been updated subsequently as required based on changing information. A Go Green Employee Travel Plan is in development.	Achieved in part	Yes, as part of wider programme
3.4.2	Introduce a Zero Emissions Travel Incentive Scheme to encourage employees to commute to work by cycling and other sustainable transport options.	Service Director HR & OD	As 3.4.1. A Go Green Employee Travel Plan is in development and includes a number of actions to provide staff with a range of incentives.	Achieved	Yes, as part of wider programme
3.4.3	Support the delivery of events, such as Car Free Days, to promote the benefits of public transport, walking and cycling to staff.	Service Director SP&I	Limited initiative delivered given resourcing and funding constraints. Car Free Day promoted through social media posting and promoting our walking and cycling activities. As part of our recent bid to the Capability & Ambition Fund we have proposed £10k for Car Free Day activities in 2023.	Achieved in part	No - but behavioural changes initiatives will be reviewed as part of engagement plan to be proposed in NZAP

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
3.4.4	Work with the Key Cities Group to explore innovative approaches to staff and councillor travel options to inform future climate actions and initiatives.	CEO	Information was sought and received from the Key Cities on their approaches to staff and councillor travel. The Council shared its 'Go Green travel' policy with the Key Cities Officer Group in anticipation of both asking for any feedback and further sharing of good practice.	Achieved	No
3.5.1	Adopt an electronic document by default (with limited exceptions) approach to all Council meetings to secure a 50% reduction in printing by 2023.	CEO	A digital by default approach has been developed with members making a choice as to whether they require printed copies of agendas. Printed copies will always be provided on request but councillors have made choices in line with our Carbon Reduction targets and as a result paper copies have reduced by at least 50%. Ongoing monitoring will be required due to an increase in requests for paper copies in the last two months.	Achieved	No
3.6.1	Implement a Climate Decision Wheel for all key decisions and all capital project business cases.	Service Director SP&I	Climate Decision Wheel developed and approved for testing by Climate Emergency Board; before full roll out, the Board has requested that it is piloted. This is anticipated to take place during early 2023, with full roll out during 2023.	Achieved in part	Yes
3.6.2	Prepare Emissions Profiles for all City Council services and embed climate actions in departmental service plans during 2022.	CEO	This action is now superseded by the initiation of a corporate carbon reduction programme that will be coordinated by a new corporate working group (first meeting was held in October 2022). This group will establish the key elements of a strategic approach to carbon reduction based on the carbon management hierarchy (avoid-reduce-replace-offset). The implications for service planning will be determined as part of this strategic approach.	Not Achieved	No
3.6.3	Update the Taxi policy to encourage greener vehicles and work with taxi drivers and operators to move towards a ULEV taxi fleet by 2030.	Public Health	In late 2021 / early 2022, the Council's Taxi policy was reviewed and consulted on, in part to encourage greener vehicles. The Council will continue to work with taxi drivers and operators to move towards an Ultra Low	Achieved	No

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
			Electric Vehicle (ULEV) taxi fleet by 2030. The Taxi Policy was updated and took effect from 1 May 2022		
3.6.4	Review the City Council governance arrangements for the acceleration of carbon reduction initiatives beyond 2022.	Service Director SP&I	Governance review completed and agreed by Climate Emergency Board, May 2022	Achieved	No
3.7.1	Implement smarter working practices by maximising the use of technology to support home and flexible working, including the use of shared hubs with partners.	Service Director HR & OD	The City Council has implemented a “new ways of working” framework which includes a Flexible Working Options Policy. This policy sets out smarter working practices which maximises the use of technology to support home and flexible working. The council has also piloted, in tandem with city partners, shared hubs that allow staff to access workspaces closer to their homes with easier access.	Achieved	Yes
3.7.2	Develop education and outreach programmes with maintained schools to deliver a programme of awareness raising of green issues for children of all ages.	Service Director EPS	The Healthy Child Quality Mark (HCQM) Programme was redesigned to include Net Carbon Zero related development – This programme attracts funding from Public Health team also. Net Zero presentation included in Health and Wellbeing in Education (HWiE) Professional Community programme to schools. Let’s Go Zero information included in series of ‘Health & Wellbeing in Education’ Briefings.	Achieved	No
3.7.3	Introduce low carbon menus in City Council and partner catering facilities.	Service Director HR & OD	The provision of catering in corporate buildings is still to be decided. When this decision is made, the provision of ‘low carbon menu’s’ will be part of the catering concession commissioned contract.	Not Achieved	No
3.8.1	Implement a programme of ‘carbon literacy’ training to all City Council staff, Green Champions and Councillors in 2022 to achieve silver accreditation and enable	Service Director HR & OD	Bronze accreditation was applied for and successfully achieved in December 2022. Silver accreditation will be the focus for 2023. <ul style="list-style-type: none"> ▪ 66 employees have been trained in Carbon Literacy ▪ 39 are now fully accredited ▪ 2 Green Champions are fully accredited 	Achieved in part	Yes – modified carbon training actions to be carried forward to NZAP

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
	progression to gold accreditation by 2024.		<ul style="list-style-type: none"> Senior Leaders training will be delivered in February 2023 <p>Councillor training has begun for Cabinet and Shadow Cabinet members, the first session took place on Wednesday 7th December 2022 and will complete in January 2023.</p>		
3.8.2	Undertake a Climate Change Conference for City Council staff to capture ideas for future carbon reduction actions.	Service Director SP&I	A Go Green Fair (the name given to the climate change conference to tie in with wider corporate communications campaign) was successfully delivered on the 20 th October at the Guildhall. This was a great success with an interactive style event with a range of exhibitors providing staff opportunities to find out, inspire and encourage changes to reduce carbon emissions and to capture ideas for future carbon reduction actions.	Achieved	No - but behavioural changes initiatives will be reviewed as part of engagement plan to be proposed in NZAP
3.8.3	Review government commitments arising from COP26 and the Net Zero Strategy in relation to new requirements on how the City Council decarbonises its services.	Service Director SP&I	Early 2022 saw an initial review of COP26 and the Net Zero strategy undertaken, with period reviews of the detail for relevant projects and initiatives. In May, a review of the Energy Security Strategy was conducted, a summary paper prepared and shared among relevant teams and the portfolio holder. We continue to review government net zero commitments and policies, feeding this into City Council policies and activities.	Achieved	No
3.9.1	Introduce a contract award weighting for climate change in procurement processes where relevant and proportionate.	Service Director Finance	A paper is in development which sets out a proposal to introduce a climate change contract award weighting into procurement processes through alignment with the Climate Decision Wheel. It is felt by both Procurement and the Low Carbon team that aligning these two actions will not only be the most effective and efficient way of introducing this new governance requirement but also ensuring that Council projects truly minimise the negative impacts on the environment. The paper is currently in draft form and can only be finalised and will be submitted	Achieved in Part	Yes

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
			to Corporate Management Team for consideration once the Climate Decision Wheel is rolled out. Procurement continue to liaise closely with the Low Carbon Team on this matter		
3.9.2	Develop a set of standard procurement questions which assess the suitability of a supplier to deliver a contract in relation to addressing the climate emergency.	Service Director Finance	A standard set of environment-related suitability questions have been developed which departments are expected to consider as part of procurement activity and include where relevant and proportionate. Guidance is included to help departments determine relevance and proportionality.	Achieved	No
3.9.3	Reduce the number of out of city placements to minimise the need for travel and reduce emissions for foster placements.	Strategic Commissioning	The legacy of COVID continues to impact on the number of children who require care or support by the local authority. Notwithstanding, the Commissioned placement sufficiency plan was approved by Cabinet in March 2022 – this covers fostering, residential children’s homes and additional support from agencies. This describes a range of commissioning activity for 2022/23 to focus on local availability of placements. Market management is ongoing to support local providers to grow – as an example the number of Plymouth beds for young people in care aged 16 and 17 has grown by 14 since June 2021. Similar activity is ongoing with adult social care providers, through regular development discussions, forums and visits. The multi-agency Health and Care Skills Partnership supports recruitment and retention in the local care sector, to support careers in care in Plymouth and ensure providers are sustainable and well-staffed. Dedicated health and care skills coordinators continue to engage with potential recruits (over 200 since February, enabling over 90 to pursue health and care careers). A parallel programme of overseas recruitment is drawing new social care and health staff to live and work in Plymouth.	Achieved	No

Ref	Actions	Lead	Progress Narrative	Status	Carry forward to the Net Zero Action Plan?
			<p>Other activity:</p> <ul style="list-style-type: none"> • Peninsula children’s home and foster placements procurements launched and completed autumn/winter 2022. • A new 5 bedded home for care experienced young people opened in Plymouth September 2022. • A new 2 bedded crisis home in development in Plymouth – to open summer 2023 <p>Block contract for Plymouth children’s home beds to launch December 2022 – secures local beds for Plymouth children</p>		
3.9.4	Establish a City Council Carbon Offsetting Fund to enable projects to meet net zero commitments from 2022.	Service Director SP&I	<p>A Climate Emergency Investment Fund was approved as part of the Council’s budget in February 2022, enabling financial support for climate-related investments including, potentially, offsetting contributions. However, further work on a strategic approach to corporate carbon management was discussed at Climate Emergency Board and with Portfolio Holder, August 2022. The approach supported the prioritisation of investment based on the carbon management hierarchy of Avoid, Reduce, Replace, Offset. Offsetting is the last resort in this hierarchy. It is proposed that the Net Zero Action Plan include a commitment to setting out the Council’s approach to offsetting its corporate emissions which will be essential to enable it to be a ‘net zero’ organisation by 2030, including the development of local offsetting schemes.</p>	Achieved in Part	Yes

Growth and Infrastructure Overview and Scrutiny Committee



Date of meeting:	01 March 2023
Title of Report:	Plymouth City Council Net Zero Action Plan 2023-2026
Lead Member:	Councillor James Stoneman (Cabinet Member for Climate Change and Governance)
Lead Strategic Director:	Anthony Payne (Strategic Director for Place)
Author:	Paul Barnard (Service Director for Strategic Planning & Infrastructure)
Contact Email:	Paul.Barnard@plymouth.gov.uk
Your Reference:	EM
Key Decision:	No
Confidentiality:	Part I - Official

Purpose of Report

The report seeks the Scrutiny Committee's consideration of a draft Net Zero Action Plan (NZAP) prior to the plan being taken to the City Council's meeting on 27 March 2023.

The NZAP is a new-style climate action plan for the Council, replacing the process of preparing annual Corporate Carbon Reduction Plans and Climate Emergency Action Plans. It follows an informal review of the Council's approach to climate strategy and action planning, in consultation with the Cabinet Member for Climate Change and Governance and the main opposition members. In considering the review, the Climate Emergency Board agreed that a more strategic approach would be beneficial as the city's 'net zero agenda' reaches its acceleration phase. The key elements of this new approach are:

- The identification of a 'strategic narrative' which sets out the overall game plan for a net zero city. This is published on the Climate Connections Plymouth website.
- A three-year corporate NZAP, to be rolled forward on an annual basis. This will set out the Council's strategic commitments to support this overall game plan.
- The NZAP to include both corporate-facing and city-facing commitments. It will include actions relating to reducing the Council's own directly and indirectly generated greenhouse gas emissions, and to influencing and supporting the city itself to become net zero.

Recommendations and Reasons

It is recommended that the Growth and Infrastructure Overview and Scrutiny Committee:

1. Support and endorse the Plymouth City Council Net Zero Action Plan 2023-2026.
2. Review the Council's progress towards delivering its Net Zero Action Plan on an annual basis.

Reason: To ensure that the Council continues to play its part in helping Plymouth to become a net zero city by 2030, in accordance with the decision of the City Council on 18 March 2019 to declare a climate emergency (Minute 89 refers) and to prepare annual action plans through to 2030, as first agreed on 16 December 2019 (Minute 7 refers).

Alternative options considered and rejected

The main alternative considered was to continue with the preparation of separate annual Corporate Carbon Reduction Plans and Climate Emergency Action Plans. However, this has been rejected as there are some weaknesses in this approach, particularly relating to the short term nature of the plans and the fact that they don't articulate an overall game plan for net zero. The combination of the 'strategic narrative' and NZAP address these weaknesses and strengthen the overall approach, which is important as we enter the acceleration phase.

Relevance to the Corporate Plan and/or the Plymouth Plan

Policy GRO7 of the Plymouth Plan sets out that: 'The city will pursue the following approaches to deliver significant reductions in carbon emissions in Plymouth, aiming to achieve net-zero by 2030 ...' The NZAP sets out the City Council's commitment to support the implementation of this policy.

Implications for the Medium Term Financial Plan and Resource Implications:

The NZAP will include a range of actions that require funding. As a three-year plan, not every measure will have full funding in place from day one, although some will. Their inclusion demonstrates a commitment to explore funding and delivery options over the three-year period of the plan, including grant applications.

Financial Risks

The NZAP itself does not introduce financial risks. However, there may be some risks associated with specific actions and projects, depending on how these become funded and delivered. These will need to be considered in accordance with the relevant governance arrangements in place at the appropriate time.

Carbon Footprint (Environmental) Implications:

The driver and focus of NZAP is reducing both the Council's and the city's carbon footprint.

Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:

** When considering these proposals members have a responsibility to ensure they give due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not.*

Climate change affects every person and every sector of the community, and climate action is ultimately about creating a healthier, safer, more sustainable world for everyone. Climate action often brings co-benefits. For example, it can have benefits in relation to the impacts of high inflation and the cost of living crisis through supporting people and businesses reduce energy consumption.

Additionally, actions that reduce transport related carbon emissions (and associated particulates) will improve air quality and support healthier lifestyles, with associated health benefits.

However, not everyone has equal ability to take climate action and it is therefore important that the NZAP includes some key principles about how initiatives will be designed and delivered so that no one is left behind.

Appendices

**Add rows as required to box below*

Ref.	Title of Appendix	Exemption Paragraph Number (if applicable)						
		<i>If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</i>						
		1	2	3	4	5	6	7
A	PCC Net Zero Action Plan 2022-2026: Background Paper and Draft Plan							

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Background papers:

*Add rows as required to box below

Please list all unpublished, background papers relevant to the decision in the table below. Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based.

Title of any background paper(s)	Exemption Paragraph Number (if applicable)						
	1	2	3	4	5	6	7

Sign off:

Fin	DJN. 22.23. 379	Leg	EJ/11 14/16 .2.23(1)	Mon Off	Click here to enter text.	HR	Click here to enter text.	Asset s	Click here to enter text.	Strat Proc	Click here to enter text.
Originating Senior Leadership Team member: Anthony Payne											
Please confirm the Strategic Director(s) has agreed the report? Yes											
Date agreed: 15/02/2023											
Cabinet Member approval: Councillor James Stoneman - approved at Portfolio Holder meeting											
Date approved: 20/02/2023											

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APPENDIX A
PCC Net Zero Action Plan 2023-2026: Background Paper and Draft Plan. March 2023



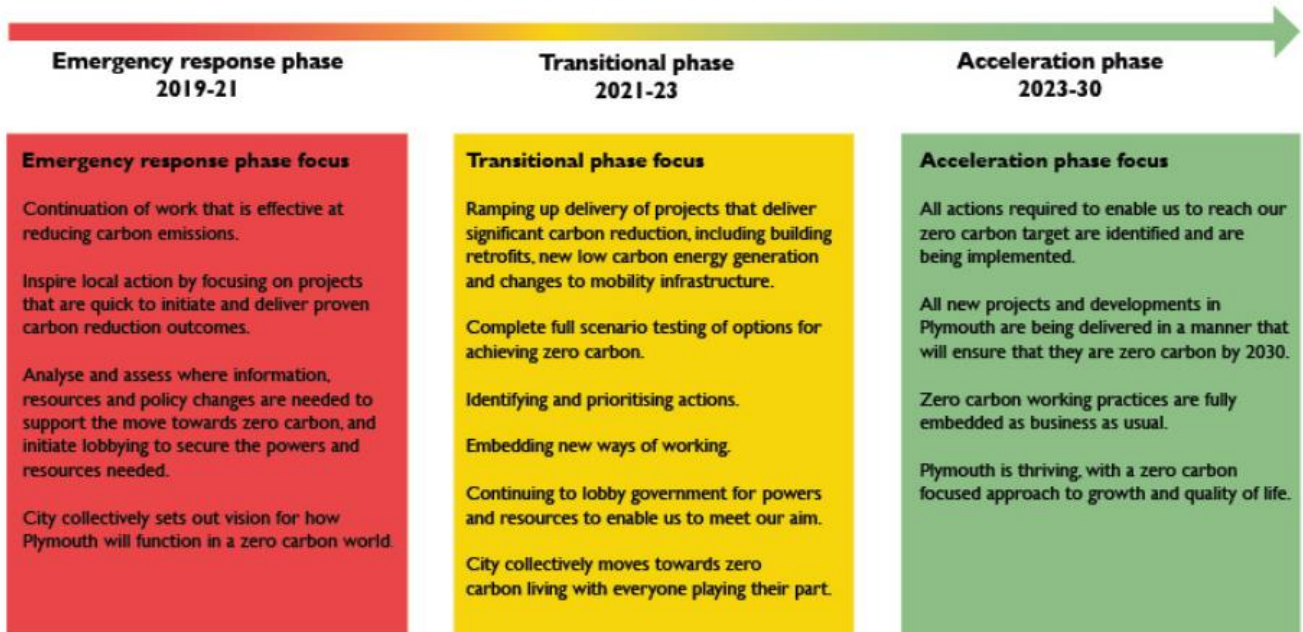
Introduction

1. On 18 March 2019, the City Council voted unanimously to declare a Climate Emergency, and is so doing pledged to ‘make Plymouth carbon neutral by 2030’, committing also to work with other councils with similar ambitions.
2. On 16 December 2019, the City Council endorsed the first of a series of annual Corporate Carbon Reduction Plans (CCRPs) and Climate Emergency Action Plans (CEAPs), each covering a twelve-month period. CCRPs were to be about addressing the Council’s direct and indirect emissions, and CEAPs were intended to be city-facing action plans, covering things the Council and its partners would do to help Plymouth become net zero.
3. At the same meeting, the Council noted that implementation of the CCRP and CEAP is to be overseen by the Strategic Director for Place as the appointed Senior Responsible Officer but integrated across every Council department through a Climate Emergency Board led by Corporate Management Team members that meets bi-monthly. To date, three CEAPs and CCRPs have been prepared.
4. The CCRPs and CEAPs were set within an overall strategic approach. This started with an ‘emergency response phase’, acknowledging the need to take and be seen to be taking action quickly, given the declaration of the climate emergency. Then in 2021, we moved towards a ‘transitional phase’, before reaching an ‘acceleration phase’ in 2023. See diagram.

Climate emergency purpose
 Facilitate city-wide conversation
 Inspire rapid local action
 Create bottom up pressure on government

Climate emergency values
 A city approach that supports national and global change
 Everyone plays their part
 No one gets left behind

Journey towards net zero carbon



Review

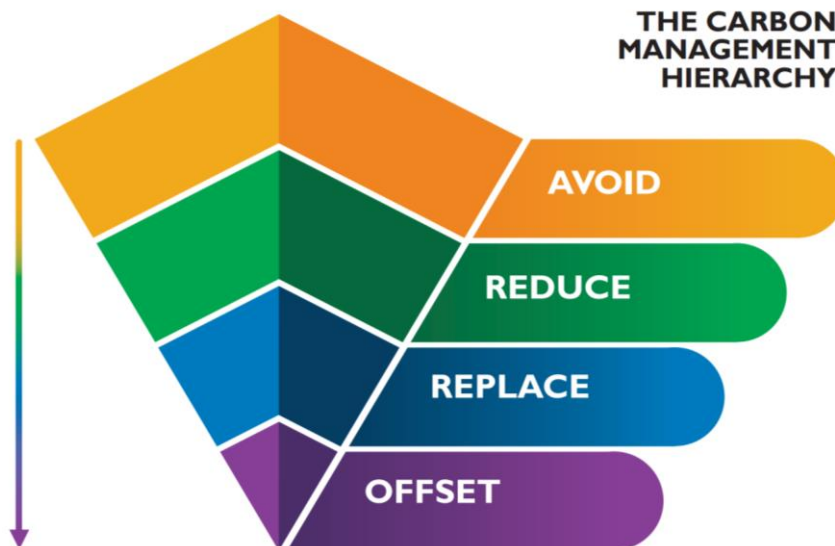
5. Over three-years into the ten-year net zero programme, some progress has been made in reducing emissions, both corporately and within the city. However, this needs to be seen against the huge scale of the challenge.
6. In this context, and in anticipation of the acceleration phase, an informal review was conducted to identify whether changes were needed to the Council's approach to climate strategy and action planning. This was done in consultation with the Cabinet Member for Climate Change and Governance and the main opposition leads, and reported to the Council's Climate Emergency Board in May 2022.
7. Key points arising included the following:
 - Whilst the annual action planning approach responded positively to the need for a delivery focus, the absence of a more strategic overview meant that it was difficult to explain a route-map to Net Zero and therefore to engage the wider city effectively in the agenda.
 - Whilst the twelve-month timescale for the CCRPs and CEAPs responds to having a clear focus on delivery, it can feel a bit disjointed, being difficult to present a clear narrative around the Council's overall approach, and become more about activity than outcomes.
 - Whilst there were attempts to make the CEAPs genuinely city-wide and city owned plans, this has only been with limited success, suggesting we need to reconsider how best to engage the wider city in the agenda.
 - Whilst the alignment of the CCRPs and CEAPs to calendar years has good logic from a communications perspective, this is out of kilter with budget planning which works to financial years.
8. As a result, the Climate Emergency Board endorsed a new approach which included:
 - Working with city partners on a Climate Emergency strategic narrative, which would be embedded in the new Climate Connections Plymouth website. [Home - Climate Connections Plymouth](#)
 - Encouraging the city (its individuals and its organisations) to respond to this strategic narrative with their own action plans and pledges.
 - Having a single integrated City Council action plan going forward (the NZAP), which would set out the Council's response to the strategic narrative. This would replace the CCRPs and CEAPs, and include the things that the Council has direct control over and the things it is able to influence in the wider community. It would take a three-year time horizon and be set around financial years.
 - Using the Climate Connections website as the vehicle for identifying the individual and organisational pledges and action plans, so that collectively they become Plymouth's response to the Climate Emergency. In effect, this is creating a genuinely city-owned climate emergency action plan by digital means.

The draft Net Zero Action Plan

9. The development of the Net Zero Action Plan (NZAP) presents an opportunity to significantly rationalise the themes and link them directly to the key themes of the city-facing strategic narrative. This is illustrated below:

Current CCRP themes	Current CEAP themes	Proposed / draft NZAP themes
<ol style="list-style-type: none"> 1. Council buildings 2. Fleet and equipment 3. Roads and street furniture 4. Staff and councillor travel 5. Waste 6. Governance 7. Behaviours 8. Engagement 9. Finance/investment 	<ol style="list-style-type: none"> 1. Buildings 2. Mobility 3. Heat and power 4. Waste 5. Engagement and responsibility 	<ol style="list-style-type: none"> 1. Buildings, heat and power 2. Transport 3. Consumption and waste 4. Behaviour change

10. In line with a more strategic approach, priorities will be informed by what the data tells us (i.e. where the most significant carbon benefits to be realised) and the carbon management hierarchy (see below). This aims to give focus first to actions that avoid emissions in the first place, followed by those that reduce emissions. Lower in the hierarchy are actions to replace high carbon energy sources with low carbon alternatives, and offsetting is seen as the last resort for any residual emissions.
11. This approach is intended to ensure that the plan focusses on main deliverable actions that drive down our Scope 1, 2 and 3 emissions to the lowest level and hence the intention is that NZAP will be more targeted than our current plans.



12. The NZAP will focus both on internal actions that address our direct and indirect emissions, and on our external and influencing actions to support the city in reducing its emissions. With known emissions of 7,007 tonnes CO₂e in 2022, the Council is directly responsible for less than 1% of direct emissions in Plymouth. According to the Climate Change Committee’s Local Authorities and the Sixth Carbon Budget, Local Authorities influences about 30% of emissions locally.

13. Beyond activities in our direct control, we have influence over the services we commission and products we procure:
 - Our service providers in the health and social care system and social landlords
 - Our supply chains
 - Our investment strategy, pensions and finances
 - Our capital projects, including development and transport
 - Our workforce.
14. In our place shaping role, and beyond we can influence:
 - New development and in particular new housing
 - Education, skills and the labour market
 - The residents and businesses to which we provide services
 - Local low carbon partnerships and community groups
 - Central Government.
15. The NZAP will be a digital plan, published on the City Council's website, and include the following elements:
 - A front-end, which sets out the overall purpose of the plan, how it relates to the Plymouth Plan, key principles, and an explanation of the overall strategic approach being taken by the City Council in order to play its part in the City's net zero agenda.
 - The action plan itself, organised around four key themes and a cross-cutting section on governance and delivery, identifying 29 strategic commitments that the Council will work towards over its three-year period (by comparison, the CCRP and CEAP for 2022 had 149 actions).
 - For each strategic commitment, the following information will be included:
 - A 2030 aspiration (where we are aiming to be in support of the net zero agenda)
 - Specific goals for the period 2023-26.
 - Specific actions relating to the strategic commitment, including when it is proposed they are undertaken in the three-year period of the plan.
 - Lead Service Director.
16. Behind the plan, there will be a detailed worksheet with more detail around the funding and delivery of each commitment and specifically named lead officers to support monitoring.
17. Annex 1 includes the draft text for the published front end of the NZAP. Annex 2 includes the draft NZAP worksheet from which the content of the published webpages will be derived.

Funding and delivery

18. As the NZAP will be a more strategic document than the previous CCRPs and CEAPs, taking a three-year rather than single year view, not every measure will be fully funded from day one.
19. Some of the measures proposed are fully or partially funded. For example, because they can be delivered with existing staff resources or have grants or other funding already in place.
20. Where actions are partially or not yet funded, their inclusion in the NZAP is still valuable. For the Council to be able to demonstrate a credible response to the Climate Emergency, it needs an action plan which is ambitious and commensurate with the scale and urgency of the challenge (whilst also being within the bounds of realism). The inclusion of measures which don't currently have full funding indicates an intent to explore delivery options and provides a marker in support of bids for grant and other resources.

Next steps

21. The NZAP will be considered by the City Council at its meeting of 27 March 2023. Once formally supported and endorsed by the City Council, the NZAP will be proactively used to manage the Council's climate emergency response.
22. Alongside the coordination of the NZAP's implementation, there is the need for the development of a monitoring framework so that we are able to assess the carbon benefits arising from the specific measures.
23. We plan to explore the development of such a framework through our membership of the South West Energy and Environment Group, which provides us access to research capacity at the University of Exeter's Centre for Energy and the Environment (CEE). This would align with the work the CEE already provide for us in their annual reviews of the city's overall progress towards net zero, and would complement our corporate emissions reports produced by the Council's Policy and Performance Team.

ANNEX ONE: DRAFT PCC NZAP 23-26 FRONT END

What is the Net Zero Action Plan (NZAP)?

The Net Zero Action Plan (NZAP) is a three-year delivery plan, setting out the City Council's proposals to reduce its greenhouse gas emissions. It responds to the Net Zero Plymouth challenge set out in the [Climate Connections Plymouth](#) website and explains how the City Council will aim to play its part in delivering the [Plymouth Plan](#)'s policy aim that Plymouth achieve net zero by 2030.

The NZAP replaces the annual Climate Emergency Action Plans and Corporate Carbon Reduction Plans published since 2019.

Why do we need a NZAP?

On 18 March 2019, at a meeting of the City Council, councillors unanimously voted to declare a Climate Emergency, making a pledge to make Plymouth carbon neutral by 2030. This spirit of collaboration has continued through cross-party working on the climate emergency ever since.

This pledge exceeds the climate objectives of the UK, which are to achieve net zero by 2050, recognising the need for the 2020s to be a decade of urgent and accelerated action.

The City Council alone cannot ensure that Plymouth achieves net zero. For that to happen, every individual and organisation needs to play its part. However, it can do all in its power to make sure that it addresses its own emissions. This is why it is so important for the Council to put in place its own delivery plan for net zero.

Where are we now?

The table shows our measured emissions since 2019. These cover what are known as Scope 1 and 2 emissions¹. The NZAP will aim to accelerate the reduction of these emissions so that the Council is a net zero organisation by 2030.

Plymouth City Council Carbon Emissions (in T CO ₂ e)				
	2019	2020	2021	Change from 2019 baseline
Council buildings	4,051	3,306	3,815	-5.8%
Vehicles / fleet / transport / equipment	1,545	1,744	1,584	2.6%
Roads and street furniture, including lighting and traffic lights	2,002	1,807	1,390	-30.6%
Staff and councillor travel / travel at work	326	218	218	-33.2%
Total (Tonnes of CO₂e)	7,924	7,075	7,007	-11.6%

¹ Scopes 1, 2 and 3 – are defined by an internationally accepted methodology for accounting for GHG emissions, the [Greenhouse Gas Protocol](#). Scope 1 emissions relate to the direct burning of fossil fuels by an organisation, for example fuel for transport or gas for heating, Scope 2 emissions relate to emissions from purchased or acquired electricity, steam, heat, and cooling. Scope 3 emissions relate to all other activities where emissions are generated by a third party on behalf of an organisation, for example across our supply chain.

We will continue to improve our understanding of the Council's scope 1, 2 and 3 emissions.

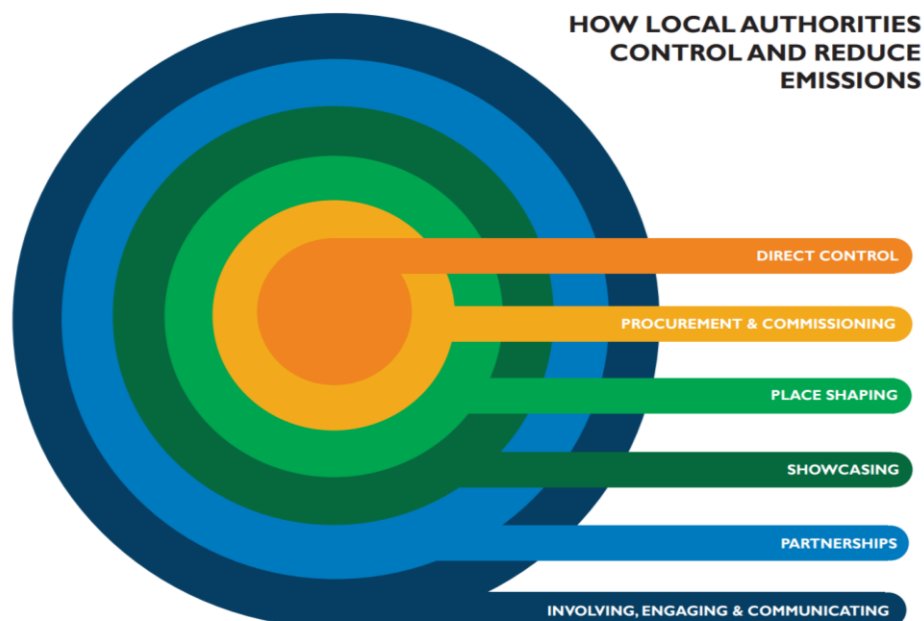
Data relating to city wide emissions is available in the ['Plymouth Greenhouse Gas Reporting and Monitoring 2021'](#).

What does the NZAP cover?

The NZAP covers two main areas:

First, it includes action commitments to reduce emissions from the facilities we own and the services we deliver. With known emissions of 7,007 Tonnes CO₂e in 2022, the City Council is directly responsible for less than 1% of direct emissions in the city².

Second, it includes action commitments about how we will use our powers to help the city as a whole move towards net zero. According to the Climate Change Committee's ['Local Authorities and the Sixth Carbon Budget'](#), councils influence about 30% of emissions in their locality³. Ways in which councils can do this are illustrated in this diagram:



What is our overall approach?

The NZAP has been guided by what is known as the Carbon Management Hierarchy (CMH)⁴. This aims to give focus first to actions that avoid emissions in the first place, followed by those that reduce

-
- ² Plymouth City Council Carbon emissions monitoring report, June 2022
 - ³ Louise Matrix Evans, 'Local Authorities and the Sixth Carbon Budget', an independent report for the Climate Change Committee, December 2020, p.3.

⁴ Notes on the Carbon Management Hierarchy (CMH).

Actions at the top of the hierarchy are prioritised as they have a more lasting impacts on reducing emissions overall.

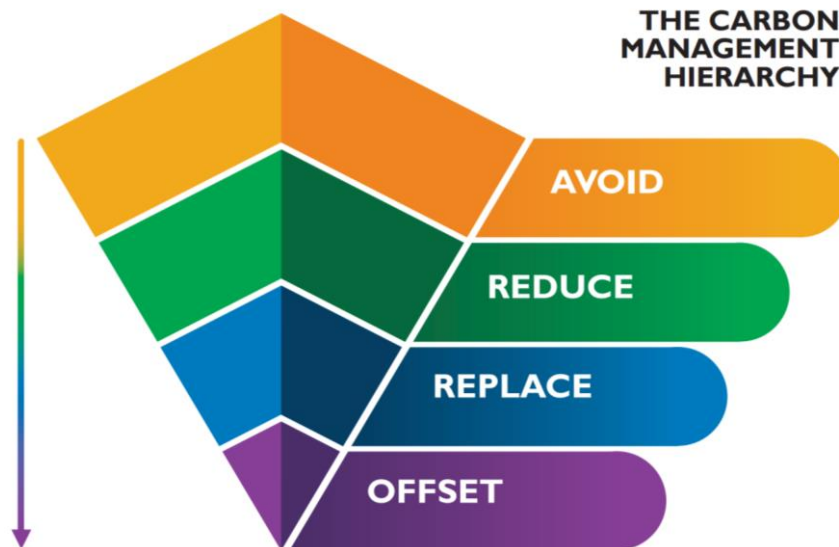
Avoid – rethink business strategy to avoid carbon intensive activities

Reduce – Conduct our business more efficiently

Replace – Replace high-carbon energy sources with low-carbon energy sources

Offset – offset those emissions that cannot be eliminated by the above

emissions. Lower in the hierarchy are actions to replace high carbon energy sources with low carbon alternatives, and offsetting is seen as the last resort or any residual emissions.



What are our key priorities for net zero?

The [Plymouth Net Zero Challenge](#) identifies the key city priorities as being to:

- Cut our emissions from travel
- Cut our emissions from construction and buildings
- Deliver a step-change in low carbon energy generation
- Consume responsibly and reduce our waste
- Engage the whole city in the net zero mission
- As a last resort, offset the GHG (greenhouse gases) emissions we can't stop

The NZAP addresses these priorities by grouping action commitments under four themes:

- Transport
- Buildings, Heat and Power
- Consumption and Waste
- Behaviour change.

These are summarised in turn:

Transport

According to our June 2022 Corporate Emissions Monitoring Report, running our fleet of vehicles accounted for 22% of our known carbon emissions in 2021.

The decarbonisation of our fleet of small vehicles is already underway. Transitioning our fleet of larger vehicles presents technological, financial and organisational that require considerable forward planning.

Transport accounted for 29% of our city's emissions in 2019. Tackling city transport emissions will require a shift in the uptake of active travel and public transport, as well as measures to replace petrol

combustion vehicles with electric vehicles. The NZAP outlines policies and infrastructure proposals that support members of the public with making this change.

Go to [Climate Connections Plymouth](#) website for a summary of the city-wide picture on transport emissions.

Buildings, Power and Heat

In 2021, more than 52% of our corporate emissions were generated through electricity use in council buildings (32%) and to power roads and street furniture, including lighting and traffic lights (20%). Gas use to provide heat for our buildings generated 22% of our overall emissions.

Our actions will focus on the corporate buildings we use to deliver our services and the built infrastructure we maintain. We will take action to increase to its maximum the energy efficiency of our existing and future estate and to shift our energy demand to renewable energy. This also includes actions to minimise fugitive emissions and water consumption; actions to minimise carbon emissions from our repair and maintenance activities and actions to minimise carbon emissions from any new buildings we commission.

About 28% of the city's carbon emissions are attributable to buildings. The transition to net zero involves a shift towards renewable energy for heating (heat pumps and heat networks) and rapid large-scale insulation of private and commercial buildings across the city. We will act in support of the decarbonisation of power and heat in the city through our planning functions.

Go to [Climate Connections Plymouth](#) website for a summary of the city-wide picture on buildings, power, and heat emissions.

Consumption and waste

The actions in this category will fall into what are known as Scope 3 emissions. These are indirect emissions related to our activities. Our influence over these activities can be traced through a contract or partnership, or because they are generated in the conduct of our activities or whilst delivering our statutory duties.

We have influence over these emissions but cannot control them. Understanding and reporting upon these emissions is therefore more challenging. Our strategy in respect of these emissions is to control them at source, by taking measures to ensure our contractors and suppliers can demonstrate their commitment to net zero.

Go to [Climate Connections Plymouth](#) website for a summary of the city-wide picture on consumption and waste emissions.

Behaviour change

Activities to promote positive working practices to minimise emissions associated with our everyday activities. These actions will support reductions in the transport, energy, consumption and waste sector.

According to the [Sixth Carbon Budget](#), while 41% of emission reduction required to achieve Net Zero will be technological, the remaining 59 % will include societal behavioural changes⁵.

What are the wider benefits from the Council taking climate action?

Tackling climate change is compatible with delivering many of the City Council's priorities, whilst also helping deliver savings through being more efficient in our operations and reducing our energy consumption.

⁵ Committee on Climate Change, The 6th Carbon Budget The UK's Path to Net Zero, Figure B2.2 Role of societal and behavioural changes in the Balanced Net Zero Pathway (2035), p70, December 2020

Many of the activities detailed in this plan intend to bring about multiple co-benefits, so we do not have to make a choice between the climate and other critical issues such as economic inequality or health and wellbeing. For example, through climate action, we can improve air quality and create places that have a positive impact on our wellbeing. By promoting active travel, we can bring about some positive health benefits. The creation of green jobs provides opportunities for our city's future prosperity. At a time of soaring inflation and cost of living crisis, actions to cut down our energy consumption and adopt renewable energy produced locally will help bring down the cost of keeping our homes warm.

What other initiatives and programmes will the NZAP complement?

The focus of NZAP is on how the Council will reduce carbon emissions. However, the Council is also committed to other initiatives and programmes to deal with the consequences of climate change and to improve health, wellbeing and environmental quality of the city overall. Some examples are given below:

- Through our Green Minds programme [Green Minds | PLYMOUTH.GOV.UK](https://www.plymouth.gov.uk/green-minds), we promote green mindsets towards nature, work with communities on rewilding projects, promote the link between public health and nature, and work to ensure nature is integral to decisions made about land use and land management.
- Through our Climate Emergency Planning Statement [Climate Emergency Planning Policy \(plymouth.gov.uk\)](https://www.plymouth.gov.uk/climate-emergency-planning-policy), all new developments must consider the impacts of climate change, and include measures such as delivering at least 10 per cent biodiversity net gain, sustainable drainage, and soil protection.
- Through our City Change Fund [City Change Fund | PLYMOUTH.GOV.UK](https://www.plymouth.gov.uk/city-change-fund), we support local projects that help tackle climate change and deliver a city that is more resilient to its effects.
- Through Thrive Plymouth [Thrive Plymouth | PLYMOUTH.GOV.UK](https://www.plymouth.gov.uk/thrive-plymouth), we work to improve health and wellbeing and reduce health inequalities, including promoting healthy lifestyles. Associated behaviour changes not only complement the NZAP's aim to reduce emissions (for example, through encouraging active travel such as walking and cycling), but also create a more resilient population to anticipate impacts of climate change.
- Through our Cost of Living Taskforce [Cost of living | PLYMOUTH.GOV.UK](https://www.plymouth.gov.uk/cost-of-living) we are working with partners across the city to support families and individuals to access support in making their homes more energy efficient, in reducing their use of energy, and in helping to manage finances when they are struggling to pay gas and electricity bills.
- Working in partnership with the Devon, Cornwall and Isles of Scilly Local Resilience Forum, helping develop the Devon, Cornwall and Isles of Scilly Adaptation Plan [Adaptation Plan – Devon Climate Emergency](https://www.plymouth.gov.uk/adaptation-plan-devon-cornwall-isles-of-scilly) addressing the impacts of climate change. We will also work with local partners on a more detailed City Adaptation Plan and Climate Change risk assessment to help the Council prepare for and manage the impacts of climate change on the services it provides and on city's wildlife and natural environment.

How will we ensure that climate action is fair and leaves no one behind?

Taking climate action by reducing emissions to zero as rapidly as possible and putting in place plans to mitigate the worst impacts of climate change is the best way to bring about positive outcomes for all, including current and future generations, irrespective of race, disability, gender, sexual orientation or religion.

We need commitment from everyone, but we understand that we are not all equally able to act. Our role is also to ensure, whenever we can, that our city's transition to net zero is just and leaves no one behind.

To do so, we will appeal to government to ensure that the necessary resources are distributed to allow all people to make the transition to a more sustainable way of life. For example, we will continue to seek Government grants for home energy efficiency that can be redistributed to those most in need. We will be promoting green skills, training and jobs, to ensure there are good employment opportunities for all. We will continue to support transport solutions to widen access to mobility, mindful of the needs of vulnerable groups.

Our engagement activities will follow the principles set out in paragraph 2.1 of the City Council's [Statement of Community Involvement](#), and will promote equality and diversity.

In the delivery of all our actions, we will comply with the requirements of the Equality Act 2010.

How will we deliver the NZAP?

As a three-year delivery plan, not every measure identified in the NZAP is fully funded from day one. Some of the measures proposed are fully or partially funded; for example, because they can be delivered with existing staff resources or have grants or other funding already in place. Others will require further work to explore delivery options and funding opportunities. However, given the scale and urgency of the challenge, it is important that the plan is ambitious whilst also being within the bounds of realism, acknowledging the funding limits as well as the policy differences between the Council's net zero target and that of national government. That is the balance we have sought to meet in putting this plan together.

In addition to the four key themes, a section of the NZAP sets out our overall approach to delivery and governance. This explains more about how we will work within the organisation and with partners to help move towards net zero.

Notes to accompany the NZAP

The **Carbon Management Hierarchy (CMH)** is a prioritisation model in 4 steps (Avoid, Reduce, Replace and Offset). This model gives focus first to actions that avoid emissions in the first place, followed by those that reduce emissions. Lower in the hierarchy are actions to replace high carbon energy sources with low carbon alternatives, and offsetting is seen as the last resort or any residual emissions.

Indicators of **Impact** and **Cost** are presented for each strategic commitment to help guide and prioritise activity. Both are presented in terms of High/Medium or Low.

Impact – This is an indicator of the potential impact on emissions from the actions taken in the period. For corporate actions, the context is our known corporate emissions. For citywide influencing actions, the context is the city's emissions.

High impact actions, once completed in full, are likely to make a significant impact on corporate carbon emissions. Low-impact actions may only marginally impact carbon emissions in this period, but may present other advantages, such as facilitating emission reductions elsewhere.

We have further work to do on getting a complete understanding of all our corporate emissions, and this is reflected in the NZAP. This work will enable us to be more specific about our impact measures in future years.

Cost - This is an indicator of potential financial outlay (capital or revenue) needed to deliver the action commitment. It is based on assumptions when specific data is not available.

High-cost activities are those that are likely to require significant outlay in relation to other areas of spend, Low cost activities are expected to be funded with normal service budget.

Key terminology:

Net Zero – An approach to minimise Greenhouse Gas emissions to as close to zero as possible, and then put in place offsetting measures to cancel out emissions that cannot be avoided.

Carbon Neutrality – Carbon neutrality is the same approach, and the phrase is often used interchangeably, but the expression may be misleading as focusing only on carbon, one of four greenhouse gases.

Scopes 1, 2 and 3 – are defined by an internationally accepted methodology for accounting for GHG emissions, the [Greenhouse Gas Protocol](#). Scope 1 emissions relate to the direct burning of fossil fuels by an organisation, for example fuel for transport or gas for heating, Scope 2 emissions relate to emissions from purchased or acquired electricity, steam, heat, and cooling. Scope 3 emissions relate to all other activities where emissions are generated by a third party on behalf of an organisation, for example across our supply chain.

GHG – Greenhouse gases, including Carbon Dioxide, Methane, Nitrous Oxide and Fluorinated Gases.

Offsetting – a carbon offset is a financial product serving to compensate for carbon emissions by investing in a project that will reduce future emissions or capture existing CO₂ from the atmosphere.

References:

- [Plymouth City Council Carbon emissions monitoring report](#), June 2022
- TA Mitchell, ADS Norton, '[Plymouth Greenhouse Gas Reporting and Monitoring 2021](#)', University of Exeter Centre for Energy and the Environment, March 2022.
- L Matrix Evans, '[Local Authorities and the Sixth Carbon Budget](#)', an independent report for the Climate Change Committee, December 2020.
- [Greenhouse Gas Protocol | \(ghgprotocol.org\)](#)

ANNEX TWO: DRAFT PCC NZAP 23-26 WORKSHEET

Role in CMH	Ref.	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
BUILDINGS, POWER AND HEAT											
<i>Actions that the City Council will take to help it become a net zero organisation</i>											
Avoid; Reduce	BHPI	Reduce the size of our corporate estate, improve the thermal energy efficiency of all remaining corporate workspaces and end the use of fossil fuel heating.	The City Council estate operates at maximum thermal energy efficiency with all buildings achieving a minimum of Display Energy Certification/Energy Performance Certificate band C.	A data-informed pathway for reduction in our fossil fuel demand is established by end 2023/24.	From existing resources Climate Emergency Investment Fund and external grants (existing and new bids where available)	In part	High	High	Conduct a programme of business and operations energy audits to provide a detailed breakdown of energy use by building and use (currently 75 properties).	2023-26	Service Director for Human Resources and Organisational Development
									Review the emissions benefits of our asset rationalisation programmes, including the planned closures of Windsor House and Midland House in 2023, and consider other options where appropriate.	2023-26	Strategic Director of Customer and Corporate Services
									Pursue funding opportunities to implement smart controls for heating across our remaining corporate estate.	2023-26	Service Director for Human Resources and Organisational Development
									Pursue funding opportunities to deliver fabric-first heat retention measures across our remaining corporate estate.	2023-26	Service Director for Human Resources and Organisational Development
									Review and update the space temperature performance standard, considering different building types and uses to reduce heating to the lowest	2023/24	Service Director for Human Resources and

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Role in CMH	Ref.	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
BUILDINGS, POWER AND HEAT											
Actions that the City Council will take to help it become a net zero organisation											
									possible level whilst ensuring comfort levels are retained.		Organisational Development
									Plan to end the use of fossil fuels for heating in the next period, through the installation of heat pumps across the estate or connection to low carbon heat networks.	2025/26	Service Director for Human Resources and Organisational Development
Avoid; Reduce	BHP2	Make the most efficient use of electricity across the City Council estate	Best in class replacement of all power devices across the City Council estates.	Complete inventory of power-consuming equipment and appliances in the City Council estate with quantified action plan to reduce use	From existing resources	Yes	Medium	Low	Pursue funding opportunities to implement energy saving measures across our remaining corporate estate, such as LED lighting, smart controls, pump and fan replacements. Replace equipment and appliances as part of renewal cycle or where cost savings allow.	2023-2026	Service Director for Human Resources and Organisational Development
Replace	BHP3	Shift our electricity consumption to renewable energy	To procure all our electricity through renewable sources and optimize the availability of decentralised energy for corporate facilities.	To produce the equivalent of 70% of our current electricity needs by 2024 using solar energy	From existing resources Working with partners Developer contributions External grants (existing and new bids where available)	In part	High	High	Increase the proportion of renewable electricity we produce through the delivery of a solar farm at Chelson Meadow by 2024.	2023-26	Service Director for Strategic Planning and Infrastructure
									Maximise the opportunities for installing solar panels on more of our own assets and pursue funding opportunities to do so wherever possible.	2023-26	Service Director for Human Resources and Organisational Development
									Purchase renewable electricity from the proposed Chelson Meadow solar farm	2024-26	Service Director for

Role in CMH	Ref.	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
BUILDINGS, POWER AND HEAT											
<i>Actions that the City Council will take to help it become a net zero organisation</i>											
									for a proportion of our activities, and explore the options to purchase renewable electricity for the remainder.		Human Resources and Organisational Development
Reduce	BHP4	Reduce the energy consumption needed to operate the public highway	The energy consumption for street lighting is reduced to a minimum	Achieve a 30% reduction in energy consumption for street lighting by 2026 (based on 2021 energy consumption figures)	From existing resources	Yes	High	High	Deliver a rolling programme of replacement of traffic signal heads to more economical alternatives.	2023-26	Service Director for Street Services
									Implement a new system of improved control and management of street lighting to reduce its emissions only where safe to do so.	2023/24	Service Director for Street Services
									Continue the programme of replacement of all illuminated traffic highland bollards to more economical alternatives.	2023-26	Service Director for Street Services
									Deliver a rolling programme of maintenance of our street lighting to upgrade to 4th generation LED.	2023/24	Service Director for Street Services
Reduce	BHP5	Reduce emissions from road development and maintenance	The energy and material consumption for road maintenance is reduced to a minimum	New working practices from 2026	From existing resources	Yes	Medium	Medium	Work with our supplier to implement a new methodology to account for and reduce emissions from highways maintenance.	2023/24	Service Director for Street Services
									Trial more economical road surfacing processes for road maintenance and pothole repairs.	2023/24	Service Director for Street Services
Reduce	BHP6	Strive to implement the highest possible standard of	The aspiration for net zero construction has influenced all	Policy in place by 2025	From existing resources External	Yes, assuming can be	Medium	Medium	Develop a policy to guide how all corporate construction activity (buildings and infrastructure) is commissioned and delivered, including prioritising	2023/24	Service Director for Strategic

Role in CMH	Ref.	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
BUILDINGS, POWER AND HEAT											
Actions that the City Council will take to help it become a net zero organisation											
		sustainability in the development of new council construction projects.	corporate construction activity through the entire process from procurement and design to delivery and long term management		grants (existing and new bids where available)	delivered in house			refurbishment of existing buildings over new build where practicable, as well as aspiring to future net zero development.		Planning and Infrastructure
									Showcase new low carbon housing schemes through our eco-homes programme.	2023-26	Service Director for Strategic Planning and Infrastructure

Role in CMH	Ref.	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
BUILDINGS, POWER AND HEAT											
Actions that the City Council will take to help Plymouth become a net zero city											
Avoid; Reduce; Replace; Offset	BHP7	Provide a policy framework that supports the decarbonisation of land use and buildings across the city	Citywide aspirations are set out on Climate Connections Plymouth website	Joint Local Plan review commenced by 2024.	From existing resources; Partner contributions	Yes	High	Medium	Implement the Climate Emergency Planning Statement to set ambitious standards of environmental performance for new builds, ahead of the implementation of the Future Homes Standard in 2025 and the review of the Joint Local Plan.	2023-26	Service Director for Strategic Planning and Infrastructure
									Ensure that the next Joint Local Plan puts at its heart the ambition for Plymouth and South West Devon to become a net zero location that is resilient to climate change, maximising opportunities within the context of any revised National Planning Policy Framework and planning reforms.	2024-26	Service Director for Strategic Planning and Infrastructure

Role in CMH	Ref.	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
BUILDINGS, POWER AND HEAT											
<i>Actions that the City Council will take to help Plymouth become a net zero city</i>											
Reduce	BHP8	Facilitate a reduction in emissions from our commercial estate	Citywide aspirations are set out on Climate Connections Plymouth website	Significant progress towards ensuring that all the City Council commercial properties have an Energy Performance Certificate of C or above by 2026, in support of national target to achieve this outcome by April 2027.	From existing resources	Yes	High	Medium	Work positively with our commercial tenants to support and where possible facilitate improvements to energy efficiency of buildings, including signposting them to any grant funding opportunities.	2023-26	Service Director for Economic Development
									Updating records of Energy Performance Certificates and implement measures to upgrade to a minimum E rating as required by Minimum Energy Efficiency Standards.	2023/24	Service Director for Economic Development
									Collate a review of Energy Performance Certificates across the estate. Commission feasibility work to reach a minimum C rating by 2027 and exploring funding opportunities for required works.	2024-26	Service Director for Economic Development
Reduce; Replace	BHP9	Continue to deliver schemes that support households in achieving greater energy efficiency and renewable energy generation, ensuring that poorer communities are not left behind.	Citywide aspirations are set out on Climate Connections Plymouth website	1293 households supported by 2026	From existing resources Developer contributions External grants (existing and new bids where available)	In part	High	High	Develop and deliver programmes to improve energy efficiency of fuel poor homes and to support the increase of retrofit measures across all the city's housing stock, in partnership with the Plymouth Energy Community and other partners.	2023-26	Service Director for Strategic Planning and Infrastructure
									Continue to lobby for more ambitious national retrofit programmes for households and businesses.	2023-26	Service Director for Strategic Planning and Infrastructure
Replace	BHP10	Support the development of a low carbon energy generation and distribution	Citywide aspirations are set out on Climate Connections Plymouth website	7,500 MWh/a of heat supplied by new low carbon heat networks in	From existing resources Developer contributions	In part	High	High	Work with National Grid on increasing the capacity of the energy grid to shift to an economy that will be more reliant on electricity generation.	2023-26	Service Director for Strategic Planning and Infrastructure

Role in CMH	Ref.	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
BUILDINGS, POWER AND HEAT											
<i>Actions that the City Council will take to help Plymouth become a net zero city</i>											
		infrastructure that will meet our future energy needs.		Plymouth by end 2025/26	External grants (existing and new bids where available)				Review opportunities arising from the Waterfront Local Energy Plan to deploy renewable energy generation to meet future needs.	2023/24	Service Director for Strategic Planning and Infrastructure
									Deliver heat network clusters at the Guildhall and Civic Centre, and bid for Green Heat Network funding to deliver a heat network in Millbay, using the schemes to showcase low carbon heat network to residents.	2024/25	Service Director for Strategic Planning and Infrastructure
									Working with the private sector, explore wider roll out of heat networks, and in particular linking to the Energy from Waste plant and other sources of renewable or waste heat.	2024-26	Service Director for Strategic Planning and Infrastructure
									Continue to engage in the UK Government's Heat Network Zoning pilot as one of 28 towns and cities participating, which should lead to legislation in 2024, improving the market conditions further for investment in heat networks.	2023-26	Service Director for Strategic Planning and Infrastructure

Role in CMH	Ref	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
TRANSPORT											
<i>Actions that the City Council will take to help it become a net zero organisation</i>											
Avoid, Reduce	T1	Deliver corporate policies and initiatives that minimise travel and encourage the adoption of active travel and low carbon alternatives.	All our business travel is reduced to a minimum and undertaken by low or zero carbon means.	Pathway for the reduction of our business travel emissions established by March 2024.	From existing resources; Climate Emergency Investment Fund; External grants (existing and new bids where available)	In part	High	Medium	Review the emissions benefits of the Go Green Travel Plan and consider new options where appropriate to minimise our business travel.	2023-26	Service Director for Human Resources and Organisational Development
				Build in a 5% reduction in use of transport for domiciliary care clients across the city from 2023-26					Continue to support and enable digital options for home working, meetings and training, through The Way We Work programme, whilst keeping under review wellbeing and other impacts.	2023-26	Service Director for Human Resources and Organisational Development
				Deliver schemes that support Council staff and Councillors in adopting low carbon business travel and travel to work. (e.g. Electric Vehicle staff purchase scheme, cycle to work scheme, investigate providing corporate access to an electric car club and Beryl bikes for business travel)					2023-26	Service Director for Human Resources and Organisational Development	
				Ensure contracts for health and care providers comply with reduction of use of transport by inserting a transport reduction clause into all relevant contracts for procuring services across Plymouth.					2024/25	Strategic Director for People	
Reduce	T2	Implement measures to optimise waste collection rounds	All practical solutions available fully utilised, leading to	10% reduction in overall mileage for waste collection vehicles by end	Use of existing staff resource, Climate	In part	Medium	Medium	Continuing to implement smart ways of programming domestic waste collection activities to minimise vehicle mileage.	2023-25	Service Director for Street Services

Role in CMH	Ref	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
TRANSPORT											
<i>Actions that the City Council will take to help it become a net zero organisation</i>											
		to minimise vehicle mileage.	negligible need for repeat journeys for all council operations	2024/25 (from 2022/23 baseline)	Emergency Investment Fund				Continuing to implement smart ways of programming (Alloy system) for litter bins collection activities to minimise vehicle mileage.	2023-25	Service Director for Street Services
									Removal of physical constraints to access, e.g. through back lane lining and effective enforcement measures.	2023/24	Service Director for Street Services
Replace	T3	Implement a vehicle decarbonisation programme.	To bring the carbon emissions from our fleet to as close to zero as possible	To replace 30% of our fleet by electric vehicles by end of 2026 (70 out of 220 vehicles), including 100% of our small fleet.	Existing resources; Climate Emergency Investment Fund	Yes for 30% replacement goal; additional resources will be needed to go further	High (Fleet is 22% of Council emissions as of 2021 data)	High	Replace an additional 24 small vans and cars by electric alternatives in 2023/24.	2023/24	Service Director for Street Services
									Seek funding opportunities to deliver trials of zero emission specialist vehicles within the Council fleet, such as refuse vehicles or road sweepers.	2023-26	Service Director for Street Services
									Start phasing out the purchasing of new diesel vehicles and plan the replacement of the rest of the Council fleet to zero emission vehicles in the next period (between 2027 and 2030).	2025/26	Service Director for Street Services
									Pursue funding opportunities to create charging substations to meet the increasing energy needs of the Council fleet.	2023-26	Service Director for Human Resources and Organisational Development

Role in CMH	Ref	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
TRANSPORT											
Actions that the City Council will take to help Plymouth become a net zero city											
Replace	T4	Provide a local policy framework that facilitates the decarbonisation of the transport system.	Citywide aspirations are set out on Climate Connections Plymouth website	Electric Vehicle Charging Infrastructure Strategy published by end 2023; New Local Transport Plan adopted by March 2024	From existing resources; External grants (existing and new bids where available)	Yes, assuming can be delivered in house	High	Medium	Create and deliver an Electric Vehicle Charging Infrastructure Strategy for the City, a plan to promote the uptake of electric vehicles, including establishing charging hubs at key destinations and on-street provision, as well as considering electric vehicle users in parking policy and infrastructure projects.	2023/24	Service Director for Strategic Planning and Infrastructure
									Review Plymouth's Local Transport Plan, setting out proposals for management, maintenance and enhancement of the city's sustainable transport network leading to quantifiable carbon reduction.	2024/25	Service Director for Strategic Planning and Infrastructure
Reduce	T5	Contribute to providing public infrastructure needed to meet the city's low carbon transport needs.	Citywide aspirations are set out on Climate Connections Plymouth website	500 EV chargers by 2026 2.65km of new or improved cycling and walking routes 6 new or improved road crossing points 10 new contraflow cycle lanes 75 new secure cycle parking spaces	Developer contributions; External grants (existing and new bids where available)	In part	High	High	Deliver the mobility hubs to enable an increase in the number of journeys undertaken by ebikes and electric cars.	2023-25	Service Director for Strategic Planning and Infrastructure
									Pursue funding opportunities to implement our Local Cycling and Walking Plan and to provide accessible, secure cycle storage options at key destinations and transport hubs.	2023-26	Service Director for Strategic Planning and Infrastructure
									Pursue funding opportunities to further develop the city's electric charging infrastructure.	2023-26	Service Director for Strategic Planning and Infrastructure
									Support initiatives for investment in infrastructure for alternative fuels including hydrogen and biofuel to increase wider access and availability for	2023-26	Service Director for Strategic Planning and Infrastructure

Role in CMH	Ref	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
TRANSPORT											
<i>Actions that the City Council will take to help Plymouth become a net zero city</i>											
									the city's difficult to decarbonise transport.		
Reduce	T6	Co-produce decarbonisation plans and initiatives with partners from across the transport system.	Citywide aspirations are set out on Climate Connections Plymouth website	Bus Service Improvement Plan approved by June 2023; Regional decarbonisation strategy for transport approved by September 2023	From existing resources; Developer contributions; External grants (existing and new bids where available)	In part	High	High	Deliver the initiatives in the Bus Service Improvement Plan to improve Plymouth's public transport's resilience, capacity and connectivity to ensure it is available, reliable and affordable for everyone, through the establishment of an Enhanced Partnership.	2023-26	Service Director for Strategic Planning and Infrastructure
									Continue to work with Peninsula Transport to produce a regional decarbonisation strategy for transport including developing a carbon baseline for transport for each Local Authority.	2023-26	Service Director for Strategic Planning and Infrastructure

Role in CMH	Ref	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
CONSUMPTION AND WASTE											
<i>Actions that the City Council will take to help it become a net zero organisation</i>											
Reduce	CWI	Use our purchasing power to reduce our consumption-related emissions and seek the highest possible standards of sustainability for our externally-sourced supplies, services and works.	Emissions from purchased supplies, services and works are addressed upfront when identifying a need through a policy that favours sustainability.	A corporate Net Zero policy for the purchase of goods and services is in place and being implemented by all service areas by end 2023/2024, delivering significant progress towards addressing consumption - related Scope 3 emissions at source by 2026.	Existing resources	Yes	High	Medium	Revise the capital business case process to ensure decarbonisation is a consideration for all capital projects whatever the planned level of spend.	2023/24	Service Director for Finance
									Put in place a toolkit to support the Council's contract managers in monitoring the effectiveness of our contracts in terms of carbon emissions commitments made by contractors.	2023/24	Service Director for Finance
									Source recycled and refurbished equipment for our corporate operations needs where possible.	2023-26	Service Director for Human Resources and Organisational Development
									Continue to develop the Council's procurement approach to fully align it with the Council's Net Zero ambition and introduce a contract award weighing for climate change.	2023/24	Service Director for Finance
									Engage with the Council's family of companies to support their plans for Net Zero.	2023/24	Strategic Director of Customer and Corporate Services
Reduce	CW2	Cut down our corporate waste and minimise the impact of waste that cannot be avoided.	Corporate waste has been radically reduced, evidenced through year-on-year.	The Council has policies and facilities in place to cut down its waste to a strict	Existing resources	Yes	Medium	Low	Continue to encourage waste minimisation, reuse and recycling at all our premises, ensuring all waste streams are separated to maximise recycling opportunities.	2023-26	Service Director for Human Resources and Organisational Development

Role in CMH	Ref	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
CONSUMPTION AND WASTE											
<i>Actions that the City Council will take to help it become a net zero organisation</i>											
			year improvements	minimum by end 2026							

Role in CMH	Ref	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
CONSUMPTION AND WASTE											
<i>Actions that the City Council will take to help Plymouth become a net zero city</i>											
Reduce	CW3	Develop greater adherence to the waste hierarchy, including taking a lead on supporting reuse within the city.	Citywide aspirations are set out on Climate Connections Plymouth website	Reuse partnership established by 2024	Existing resources External grants (existing and new bids where available)	In part	Medium	Medium	Establish a 'Reuse Partnership' by working with partners in retailing, housing associations, charities, education providers, and existing re-use businesses thereby stimulating the green economy, creating skilled jobs and affordable reusable items for householders.	2023/24	Service Director for Street Services
									Complete an evaluation of reuse initiatives in the city.	2023/24	Service Director for Street Services
									Develop a business case to implement a reuse shop in Plymouth.	2023/24	Service Director for Street Services

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Role in CMH	Ref	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
CONSUMPTION AND WASTE											
<i>Actions that the City Council will take to help Plymouth become a net zero city</i>											
									Identify funding to support communities to increase the number of operating repair and reuse initiatives.	2023-26	Service Director for Street Services
									Support the delivery of a food waste reduction programme in collaboration with Food Plymouth.	2023/24	Service Director for Strategic Planning and Infrastructure
Reduce	CW4	Work with residents to increase the city's household recycling rate.	Citywide aspirations are set out on Climate Connections Plymouth website	Establish an informed pathway for the uptake of recycling towards the Plymouth Plan target of 65% recycling rate by 2034 (and its impact on emissions), by the end of 2023/24	Existing resources, with some growth needed for full implementation. External grants (existing and new bids where available)	In part	High	High	Engage with communities to maximise opportunities for increasing recycling levels and compliance with our waste collection scheme.	2023/24	Service Director for Street Services
									Develop proposals to move towards a kerbside food waste collection service to Plymouth households in line with pending Government legislation and guidance.	2025/26	Service Director for Street Services
									Deliver a behaviour change programme for residents promoting the Reduce, Reuse and Recycle waste management hierarchy, in order to minimise the impact of the waste we collect as a statutory function.	2023-26	Service Director for Street Services
									As a member of the South West Devon Waste Partnership, explore feasibility of developing carbon capture and storage at the Energy from Waste plant.	2025/26	Service Director for Street Services

Role in CMH	Ref	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
BEHAVIOURAL CHANGE											
<i>Actions that the City Council will take to help it become a net zero organisation</i>											
Reduce	BC1	Encourage our staff and members to adopt low carbon behaviours.	Every Council employee and member is playing their part in helping the Council and city achieve Net Zero.	Achieve silver accreditation for carbon literacy by training 15% of staff by 2026, including offering training for members and senior managers.	From existing resources	Yes	Medium	Low	Deliver a comprehensive employee engagement programme on Climate Change, mitigation and adaptation, including Carbon Literacy training, supporting employees on energy saving behaviours, business travel and IT use, and on reducing consumption and waste.	2023-26	Service Director for Human Resources and Organisational Development
									Equip our Green Champions with the skills and resources they need to champion the net zero agenda in their service areas.	2023/24	Service Director for Human Resources and Organisational Development
									Through the Optimising Our Assets Programme, implement sustainable digital practices informed by the evidence collected through the roll-out of the programme.	2023/24	Strategic Director of Customer and Corporate Services

Role in CMH	Ref	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
BEHAVIOURAL CHANGE											
<i>Actions that the City Council will take to help Plymouth become a net zero city</i>											
Reduce	BC2	Develop and deliver an inclusive programme of engagement with the community In collaboration with the Plymouth Net Zero Partnership.	Citywide aspirations are set out on Climate Connections Plymouth website	Year-on-year step change of engagement in the Climate Connections website	From existing resources Partner contributions External grants (existing and new bids where available)	In part	High	Medium	Deliver an inclusive Plymouth Net Zero engagement plan in collaboration with the Plymouth Net Zero Partnership.	2023/24	Service Director for Strategic Planning and Infrastructure
									Deliver behavioural change programmes and energy advice services for individuals, communities and businesses in partnership with PEC. Taking lessons from the Local Government Association behavioural insights programme, continue to seek funding to launch additional interventions.	2023-26	Service Director for Strategic Planning and Infrastructure
									Keep the Climate Connections website up-to-date and well managed, as its custodian for the city, and deliver the next phase of improvements.	2023-26	Service Director for Strategic Planning and Infrastructure
									Continue to grow the network of Climate Ambassadors and deliver a citywide climate conference.	2023-26	Service Director for Strategic Planning and Infrastructure
									Deliver a Climate Emergency outreach programme at the Box.	2024/25	Service Director for Economic Development

Role in CMH	Ref	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
BEHAVIOURAL CHANGE											
<i>Actions that the City Council will take to help Plymouth become a net zero city</i>											
									Develop an inclusive, local climate change training course for Plymouth in consultation with community groups, including climate ambassadors, for adoption and delivery by the community.	2023/24	Service Director for Strategic Planning and Infrastructure
									Introduce local low carbon schools pledges on the Climate Connections website.	2023/24	Director of Children's Services
									Work with the National Marine Park to raise awareness and explain the role of blue carbon in supporting the city's journey to net zero, including the development of the blue green economy.	2023-26	Service Director for Economic Development
Reduce	BC3	Provide support for transition to a future net zero economy driving investment, increasing knowledge, skills and local capacity in the business community.	Citywide aspirations are set out on Climate Connections Plymouth website	Net Zero action plan identified for top 50 business relationships and supported businesses All funds appraisals assessed for net zero impact Recommendations from the Green Skills Action Plan are implemented by 2026	From existing resources, external grants (existing and new bids where available). Partnership funding opportunities to be explored	In part	High	Medium	Create and deliver plan for the city's economic transition to a low carbon economy as part of the overall economic development plan and add to the Growth Board agenda.	2023-26	Service Director for Economic Development
									Ensure net zero is part of all technical appraisals for funds within Council responsibility such as Freeport and Shared Prosperity Fund.	2023-26	Service Director for Economic Development
									Identify funding to establish further net zero support for the City's businesses.	2023-26	Service Director for Economic Development
									Put in place a Green Skills Action Plan, a strategy to expand low carbon skills and capacity for each sector of the Plymouth economy.	2023/24	Director of Children's Services

Role in CMH	Ref	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
GOVERNANCE AND DELIVERY											
<i>Actions that the City Council will take to help it become a net zero organisation</i>											
All levels	GD1	Maintain the strategic overview and coordination of corporate carbon reduction, and a phased programme for introducing offsetting to deal with residual emissions.	The Council has reduced its corporate emissions to as close to zero as possible, and is offsetting its residual emissions	Annual review of Net Zero Action Plan performance and corporate Greenhouse Gas monitoring reports published	Internal resources	Yes	High	Low	Continue to provide strategic leadership of the climate emergency through the Council's Climate Emergency Board, which will maintain a strategic focus on the commitment to be a net zero organisation by 2030 by meeting at least 3 times a year.	2023-26	Assistant Chief Executive
									Develop a performance framework for the Net Zero Action Plan, providing quantified measures where possible in order to track progress to net zero.	2023/24	Service Director for Strategic Planning and Infrastructure
									Collect performance data relating to the Council's greenhouse gas emissions and report this annually through the Climate Connections web site and on our corporate website.	2023-26	Assistant Chief Executive
									Develop a Council-wide emissions offsetting plan setting out the overall approach to addressing residual emissions from Council activities.	2023/24	Service Director for Strategic Planning and Infrastructure
All levels	GD2	Deliver strategic overview of climate emergency-related budget pressures and funding opportunities.	Climate considerations have been mainstreamed into to each investment and	Climate Decision Tool rolled out across organisation by 2023 and new green finance options actively	Internal resources	Yes	High	Medium	Roll out the Climate Change Impact Assessment tool / Climate Decision Wheel in a phased way to help ensure all key decision making takes climate considerations into account.	2023/24	Service Director for Strategic Planning and Infrastructure

Role in CMH	Ref	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
GOVERNANCE AND DELIVERY											
<i>Actions that the City Council will take to help it become a net zero organisation</i>											
			other key decisions	pursued and secured					Continue to use of the Climate Emergency Investment Fund to help the Council move towards net zero.	2023-26	Service Director for Strategic Planning and Infrastructure
									Keeping under active review all opportunities for external funding to support the Council's and City's net zero aspirations, including for example grants and developer contributions.	2023-26	Service Director for Strategic Planning and Infrastructure
									Keeping under review environmental financing opportunities and products that could be utilised or developed in Plymouth, including local offsetting schemes that others are able to invest in.	2023-26	Service Director for Strategic Planning and Infrastructure
									Continue to seek financial and in-kind contributions from partners and other external funding sources to enable the Plymouth Net Zero Partnership to deliver effective strategic leadership of the Plymouth's net zero emissions.	2023-26	Service Director for Strategic Planning and Infrastructure
Offset	GD3	Develop local offsetting projects to provide options for the Council and others to meet	Our residual corporate emissions are offset by local initiatives that	2 local carbon offset projects fully developed and receiving	Internal resources, partner contributions	In part	High	Medium	Undertake a review of options for delivery and governance of local offsetting options, in conjunction with the Plymouth Net Zero Partnership.	2023/24	Service Director for Strategic Planning and Infrastructure

Role in CMH	Ref	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
GOVERNANCE AND DELIVERY											
Actions that the City Council will take to help it become a net zero organisation											
		their offsetting needs in the local area.	bring financial and environmental benefits to our city and local area.	investment by 2026	and grant funding				Investigate potential for retrofit carbon code and deliver local housing retrofit carbon offsetting project.	2023/24	Service Director for Strategic Planning and Infrastructure
									Deliver Plymouth and South Devon Community Forest Woodland Carbon Credits project.	2023-26	Service Director for Strategic Planning and Infrastructure
									Develop carbon code for seagrass and deliver local seagrass blue carbon offsetting project.	2023-26	Service Director for Strategic Planning and Infrastructure
n/a	GD4	Manage the risks to the Council service delivery arising from the likely impacts of climate change.	All Council services are delivered with an awareness and understanding of the potential impacts of climate change on the citizens they are provided for.	Corporate adaptation plan completed and rolled out into service business planning by end of 2024	Internal resources and partner expertise	In part	High	Medium	Undertake an organisational review of potential corporate impacts of climate change.	2023/24	Service Director for Strategic Planning and Infrastructure
									Prepare and implement an Adaptation Plan and Climate Change risk assessment to help the Council prepare for and manage the impacts of climate change on the services it provides.	2023/24	Service Director for Strategic Planning and Infrastructure
									Use natural infrastructure and the 'healthy streets' process proactively to deliver climate friendly projects, resilient spaces, healthy places and capture carbon.	2023-26	Service Director for Strategic Planning and Infrastructure

Role in CMH	Ref	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
GOVERNANCE AND DELIVERY											
<i>Actions that the City Council will take to help it become a net zero organisation</i>											
									Deliver the Council's Plan for Trees to improve the city's resilience to the effects of climate change, including cooling our streets in the summer, providing shelter from winds, reducing energy costs, slowing down water runoff, reducing flooding, filtering and absorbing pollution, improving air quality and tackling climate change through carbon sequestration.	2023-26	Service Director for Strategic Planning and Infrastructure

Role in CMH	Ref	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
GOVERNANCE AND DELIVERY											
<i>Actions that the City Council will take to help Plymouth become a net zero city</i>											
All levels	GD5	Support the effective City and Regional governance and action on the climate emergency.	Citywide aspirations are set out on Climate Connections Plymouth website.	Action and Advisory groups for Plymouth Net Zero Partnership in place for all key themes, and Regional Adaptation Plan endorsed, by start of 2024.	Internal resources, Partner resources	In part	High	Medium	Support the effective operation and growth of the Plymouth Net Zero Partnership in its city leadership role for the City's net zero agenda.	2023-26	Service Director for Strategic Planning and Infrastructure
									Work with regional partners on the Devon Carbon Plan and the Devon, Cornwall and Isles of Scilly Adaptation Plan.	2023-26	Service Director for Strategic Planning and Infrastructure

Role in CMH	Ref	Strategic Commitment	2030 Aspiration	Goals for the period 2023/26	Funding	Funding in place?	Impact	Cost	Actions	Year	Owner
GOVERNANCE AND DELIVERY											
<i>Actions that the City Council will take to help Plymouth become a net zero city</i>											
All levels	GD6	Lobby government for flexibilities, powers and resources to enable the Council and its partners to deliver a net zero city, and one that is resilient to the effects of climate change.	Citywide aspirations are set out on Climate Connections Plymouth website.	Plymouth 'Offers and Asks' document is used proactively to support climate emergency lobbying.	Internal resources	Yes	High	Low	National policy and legislative proposals are kept under continuous review, with opportunities for lobbying and influencing taken through the Plymouth 'Offers and Asks' document and 'ad hoc' approaches as appropriate.	2023-26	Assistant Chief Executive

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Growth and Infrastructure
Overview Scrutiny Committee
 Work Programme 2022/23



Please note that the work programme is a 'live' document and subject to change at short notice. The information in this work programme is intended to be of strategic relevance.

For general enquiries relating to the Council's Scrutiny function, including this Committee's work programme, please contact Jamie Sheldon (Senior Governance Advisor) on 01752 668000.

Date of meeting	Agenda item	Prioritisation Score	Reason for Consideration	Responsible Cabinet Member /Officer
21 February 2023	Call-In: Decision Reference – T19 22/23 - Lease Surrender of Land at Cattewater Harbour		Call-In	Councillor Jonathan Drean/Philip Robinson
1 March 2023	Climate Emergency Action Plan (CEAP) and Corporate Carbon Reduction Plan 2022 (CCRP) Outturn Reports (for info)	(5)	Scrutiny recommendation to receive an update on progress	Councillor James Stoneman/Paul Barnard
	Net Zero Action Plan 2023-2025	(5)	Pre-Scrutiny before the plan goes to City Council in March 2023	Councillor James Stoneman/Paul Barnard
Items Raised by the Committee to be scheduled for 2022/23				
2022/23	Sustainable Transport in the City	(5)	Identified for consideration by the Committee at its July 2021 meeting	Paul Barnard
2022/23	Bus Service Delivery and Improvement in the City	(5)	Identified for consideration by the Committee at its February 2022 meeting	Paul Barnard
2022/23	Non-Commercial Bus Route Service Reductions	TBC	Identified for consideration by the Committee at its December 2022 meeting	Paul Barnard
2022/23	Environment Act 2021	(5)	Identified for consideration by the Committee at its July 2021 meeting	Paul Barnard

Date of meeting	Agenda item	Prioritisation Score	Reason for Consideration	Responsible Cabinet Member /Officer
2022/23	Commercial Estate including Plymouth Airport	(5)	Identified for consideration by the Committee at its February 2022 meeting	David Draffan
2022/23	Use of Hydrogen in Public Transport	TBC	Identified for consideration by the Committee at its December 2022 meeting	Paul Barnard
Issues Identified for Select Committee Reviews				
2022/23	The Delivery of Taxi Services within Plymouth	(5)	The issues impacting the delivery of taxi provision within the city	
Items to be scheduled 2023/24				
June 2023	Plymouth Sound National Marine Park Horizons Fund Delivery Stage framework	TBC	Identified for consideration by the Committee at is December 2022 meeting.	David Draffan
June 2023	Plymouth Sound National Marine Park Horizons Fund Activity Progress Update	TBC	Identified for consideration by the Committee at is December 2022 meeting.	David Draffan
June 2023	Freeport Progress Report (detailing freight and infrastructure strategy)	TBC	Identified for consideration by the Committee at is December 2022 meeting.	David Draffan
December 2023	Culture Plan Annual Update (with detail on audiences and diversity)	TBC	Identified for consideration by the Committee at is December 2022 meeting.	David Draffan

Annex I – Scrutiny Prioritisation Tool

		Yes (=1)	Evidence
Public Interest	Is it an issue of concern to partners, stakeholders and/or the community?		

A bility	Could Scrutiny have an influence?		
P erformance	Is this an area of underperformance?		
E xtent	Does the topic affect people living, working or studying in more than one electoral ward of Plymouth?		
R eplication	Will this be the only opportunity for public scrutiny?		
	Is the topic due planned to be the subject of an Executive Decision?		
	Total:		High/Medium/Low

Priority	Score
High	5-6
Medium	3-4
Low	1-2

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Growth and Infrastructure Overview and Scrutiny Committee – Tracking Decisions 2022/23

Minute No.	Resolution	Target Date, Officer Responsible and Progress
Minute 63 City Centre Update 10 October 2022	Full report regarding for the aborted start to the Old Town Street and New George Street project.	Date: On Hold Officer: Anthony Payne/David Draffan Progress: Agreed with Chair and Vice Chair at Agenda Setting meeting (31 October 2022) that committee would wait for conclusion of ongoing issues before report can be created.
Minute 70 Freeport Mobilisation 7 December 2022	Further clarification on how logistical firms outside of the freeport will be able to benefit from the custom advantages of having a freeport.	Date Due: 9 January 2023 Officer: Richard May/Kevin McKenzie Progress: Complete. Response sent to members on 12 January 2023.
Minute 72 Risk Report 7 December 2022	A report to be provided to Committee Members on the housing risk from the risk report with detail on how it was categorised in the RAG rating as Green, and what factors had been considered.	Date Due: 9 January 2023 Officer: Nick Carter Progress: Complete. Response sent to members on 11 January 2023.
Minute 74 Visitor Plan 7 December 2022	A report to be provided to Committee Members on lessons learnt following the I Big Summer 2022 event.	Date Due: 9 January 2023 Officer: Victoria Allen Progress: Complete. Response sent to members on 20 December 2022.

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