

**Manchester City Council
Report for Resolution**

Report to: Constitutional and Nomination Committee – 20 September 2016
Council – 21 September 2016

Subject: Draft submission to the Local Government Boundary Commission for England (LGBCE) on proposed Warding Patterns for Manchester

Report of: The Chief Executive

Summary

This report sets out the Council's draft submission to the Local Government Boundary Commission for England on proposed Warding Patterns for Manchester.

Recommendations

The Constitutional and Nomination Committee is requested to recommend to the Council that the draft submission on the proposed Warding Patterns for Manchester is approved for submission to the Local Government Boundary Commission for England. The Council is requested to approve this draft submission.

Wards Affected: All

Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The future configuration of Council wards and the number of councillors representing Manchester is a key part of the city's governance arrangements and will influence where and how councillors fulfil their representative role and influence how public services are delivered.
A highly skilled city: world class and home grown talent sustaining the city's economic success	
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	
A liveable and low carbon city: a destination of choice to live, visit, work	
A connected city: world class infrastructure and connectivity to drive growth	

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

- Equal Opportunities Policy
 - Risk Management
 - Legal Considerations
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Financial Consequences – Revenue

None

Financial Consequences – Capital

None

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Background documents (available for public inspection):

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

Electoral reviews: Technical guidance
The Local Government Boundary Commission for England - April 2014

How to propose a pattern of wards
The Local Government Boundary Commission for England

Report to Council: 18 May 2016.
Draft submission on Council size for the Local Government Boundary Commission for England's Electoral Review of Manchester City Council

1.0 Background

- 1.1 The Local Government Boundary Commission (LGBCE) is currently undertaking a review of Manchester City Council's electoral arrangements and will make recommendations to Parliament on:
- The total number of councillors that should be elected to the authority in the future ('Council size').
 - The boundaries, names and number of councillors to represent each ward.
- 1.2 The review began in January 2016 and will conclude with all out elections taking place in May 2018.
- 1.3 The review was triggered due to the number of wards across the city with electoral imbalances which are over the 10% tolerance from the average size, as set by the LGBCE, and specifically the size of Cheetham ward, which was more than 30% larger than the average ward electorate at the time.
- 1.4 In May of this year, Council approved the submission to the LGBCE on the Council's size. This report sets out the Council's draft submission for the next phase of the consultation which focuses on Warding Patterns for the city.

2.0 Review process and timetable

- 2.1 The key dates in the Electoral review timetable are set out in Appendix 1.
- 2.2 Council Size Phase: January 2016 - July 2016
- 2.2.1 The first phase of the LGBCE's review process commenced in late 2015 and ended in July 2016.
- 2.2.2 In May of this year, Council approved the submission made to the LGBCE on the Council's size. This was based on evidence about the city, its governance and decision making arrangements, the representative role of councillors and also took into account electorate forecasts for 2022. The Council supported the Council size remaining at 96 Councillors.
- 2.2.3 In July 2016 the LGBCE recommended remaining at a Council size of 96 councillors, based in 32 wards served by three councillors each.
- 2.3 Warding Patterns: Phases 1 and 2
- 2.3.1 Warding Patterns Phase 1 - 26 July 2016 until 26 September 2016:
- 2.3.2 The first phase of the Warding Patterns consultation is now underway and closes on 26 September 2016. In this stage the Commission starts with a 'blank map' of the authority and asks the Council, councillors and local groups, stakeholders and residents to provide evidence about community interactions,

geographical features and local circumstances to help draw up new ward boundaries, to accommodate the 96 councillors.

2.3.3 The Council's draft submission on warding patterns is presented as Appendices 2 to 6 of this report.

2.3.4 Warding Patterns Phase 2 - 29 November until 23 January 2017:

2.3.5 The LGBCE will consider all the submissions made in equal measure and will also undertake its own work in order to publish its draft recommendations for new electoral arrangements, including new wards, ward boundaries and ward names, which will be published on 29 November 2016.

2.3.6 There will then be a second period of consultation, this time focusing on receiving comments and representations on the draft scheme. The Council and other interested parties are able to make submissions on these draft recommendations at this stage.

2.4 Final recommendations and conclusion of the Review

2.4.1 The LGBCE will finalise its proposals and publish final recommendations on 11 April 2017. Following this, the LGBCE will draft an Order to implement the recommendations which will be laid in Parliament in May 2017.

2.4.2 On 3 May 2018 all out elections will take place to implement the Council size and warding patterns determined by the Review process.

3.0 The Council's Warding Patterns submission

3.1 The Council's draft Warding Patterns submission provides a detailed rationale for each of the city's proposed wards, set within a broader city wide context. In developing these proposals account has been taken of the statutory criteria to which the LGBCE must have regard. These include the need to secure equality of representation, the need to reflect the identities and interests of local communities and the need to secure effective and convenient local government.

3.2 At the same time, the proposed warding patterns have taken into account and provided detailed evidence of communities and identities as well as natural geographical boundaries with the aim of achieving wards with strong and coherent boundaries.

3.3 Because the LGBCE looks at the electorate 5 years from the end of the review, the focus has been on developing a warding pattern for 2022 based on a city wide electorate of 417,015. This overall electorate forecast and these figures by current polling district for 2022, which have previously been accepted and published by the LGBCE, have been used to develop the proposals.

- 3.4 Given the electoral imbalances which currently exist and to take account of the future growth and development which will impact on size and distribution of the electorate across the city by 2022, there has been a focus on ensuring that arrangements are 'future proofed' to achieve electoral equality within this time frame, within the plus or minus 10% variance accepted by the LGBCE. In practice this means that the proposals involve change to the all but one of the city's current 32 wards, with significant change to the city centre and its northern/eastern fringes where most of residential development has and will in continue to take place.

4.0 Contributing to the Manchester Strategy

- 4.1 The future configuration of the Council's wards and the number of councillors representing Manchester is a key part of the city's governance arrangements. The outcome of the Electoral Review will influence where and how councillors fulfil their representative role and influence the delivery of public services, following all out elections in 2018. Further links to contribution to the Community Strategy can be found in the draft Warding Patterns submission in Appendices 2 to 6.

5. Key Policies and Considerations

(a) Equal Opportunities

- 5.1 The outcome of the Electoral Review will determine both the number of councillors in the city and both the number and boundaries of the wards from which they can effectively represent Manchester's diverse communities. Further links to contribution to the Community Strategy can be found in the draft Warding Patterns submission in Appendices 2 to 6.

(b) Risk Management

- 5.2 None

(c) Legal Considerations

- 5.3 The Electoral Review is a statutory process governed by the Local Democracy, Economic Development and Construction Act 2009. The LGBCE's final recommendations for Manchester will be laid in Parliament in May 2017.

Appendices

- Appendix 1 Timetable for the Electoral Review
Appendix 2 Draft submission to the Local Government Boundary Commission for England (LGBCE) on proposed Warding Patterns for Manchester
Appendix 3 December 2015 and 2022 Forecast electorate for the current Warding Patterns
Appendix 4 December 2015 and 2022 Forecast electorate for the proposed Warding Patterns

- Appendix 5 Proposed Ward Boundaries
- Appendix 6 Current Ward Boundaries

Appendix 1 Timetable for the Electoral Review

Start of the preliminary phase of the consultation on Council size	January 2016
LGBCE briefing for all Members at Full Council	20 January 2016
Full Council consider draft Council Size proposal	18 May 2016
Initial information supplied to LGBCE including elector projections for 2022	By: 26 May 2016
Final submission on Council Size	By: 21 June 2016
LGBCE Council Size Meeting	19 July 2016
Warding Patterns Consultation Start	26 July 2016
Council submission on Warding Patterns	Between 26 July 2016 and 26 September 2016
Full Council consider draft Warding Patterns submission	21 September 2016
Warding Patterns Consultation End	26 September 2016
LGBCE Draft Recommendations Published and consultation commences	29 November 2016
Council to make comments on the Draft Recommendations	Between 29 November 2016 and 23 January 2017
Consultation closes	23 January 2017
LGBCE Final Recommendations published	11 April 2017
Order Laid in Parliament	May 2017
Order Made	July 2017
Recommendations implemented	Normal election day in May 2018 (3 May 2018) all out elections



**MANCHESTER
CITY COUNCIL**

Electoral Review of Manchester City Council

**Appendix 2 - Response to the Local Government Boundary
Commission for England's consultation on Warding Patterns**

Draft submission

**Constitutional and Nomination Committee - 20 September 2016
Council – 21 September 2016**

Executive Summary

Manchester in 2016 is a very different place to the Manchester subject to the city's last electoral review in 2002. After fifteen years of unprecedented population growth and transformation within the economy, the current electoral review takes place at a time when the city is in a period of significant demographic change. The devolution journey underway in Greater Manchester is reshaping the local political landscape and the configuration of public services in the city, yet major challenges remain not least allied to a changing national policy landscape, the UK's impending exit from the European Union and continued austerity measures.

The recently published Our Manchester Strategy looks to respond to these changes with a vision for the city that seeks to cement Manchester's position in the top flight of world-class cities by 2025. The Strategy sets out a shared vision that reflects the ambition of the city, whilst understanding the challenges Manchester will face over the next 10 years will be just as significant as those in the past.

Our Manchester is the new approach being adopted to underpin delivery of the strategy, focusing on unlocking the potential which already exists within the city and continuing to seek creative and innovative approaches through collaborative working with partner organisations. The city's democratically elected representatives will play a central role in delivering Our Manchester, working with broader groups of residents, public sector partners, voluntary and community sector organisations and businesses to develop an asset based approach to encourage greater local engagement.

The warding patterns proposed in this submission will form critical building blocks for the future delivery of this approach. Our Manchester relies on ward boundaries which truly reflect the communities they serve, bringing partners and communities with shared interests and identities within clearly recognised geographical boundaries. The City Council considers that the current review of Manchester's electoral arrangements provides a timely opportunity to revisit arrangements for the effective administration of local government and public services across Manchester.

Full details of the proposals for each of the four ward clusters is set out in this submission. All proposed warding patterns respond to the statutory criteria governing electoral reviews. Such is the scale of the city's growth over the last fifteen years, the scheme proposed in this submission includes some element of change to 31 of the Council's 32 ward boundaries.

The proposed boundaries continue to respect the recognised geographical 'building blocks' provided by the natural and man-made physical alignments. At the same time, warding patterns seek to capture the characteristics of the city's established and emerging communities whilst reflecting the important role these boundaries will play in supporting the delivery of reforms to public service delivery from 2017 onwards.

- **For the North Cluster**, it is proposed to retain six wards. The population has grown by 23% since the last electoral review in 2002 and the changes seek to rebalance the significant growth within the cluster. Intense and sustained electorate growth in and around the Cheetham district centre has led to a consolidated Cheetham Ward which redefines its boundaries with Harpurhey and Crumpsall.
- **For the Central and Eastern Cluster**, it is proposed to increase the number of wards from four to five in recognition of unprecedented population growth and an expanding city centre residential offer driven by new build apartments. The new configuration in this area has proposed wards which represent the existing and future electorate reflecting a growing residential development pipeline.
- **For the South Cluster**, it is proposed to reduce the number of wards from 17 to 16. This reflects a lower electorate growth forecast linked to an increasingly transient student and young professional population, where the most significant impact of Individual Electoral Registration (IER) has been felt. Revised warding patterns take into account strong community identities across the cluster from the established suburban neighbourhoods of Didsbury and Chorlton, to the growing inner south areas of Hulme, Moss Side and Gorton.
- **For the Wythenshawe Cluster**, it is proposed to retain five wards with only minor changes to the ward boundaries. Wythenshawe's geographical separation from the South Cluster as a result of the strong natural border provided by the Mersey Valley/M60 boundary, taken together with the identity, composition and characteristics of its neighbourhoods, mean that the proposed total number of wards are retained at five in this cluster with only minor changes to the warding patterns. Whilst it is recognised that the forecast electorate across all five Wythenshawe wards by 2022 is at the lower end of the permitted variance, reducing the number of wards in this cluster from five to four would result in each of these wards having an electorate up to 15% above the ward average by 2022.

Background

- 1.1.1. In January 2016, the Local Government Boundary Commission for England (LGBCE) began an Electoral Review of Manchester.
- 1.1.2. The review was triggered due to the number of wards with electoral imbalances across the city (variance of more than 10% from the average ward electorate based on the 2014 Electoral Register) and specifically the Cheetham ward, which was over 30% above the average size.
- 1.1.3. Following the conclusion of the first part of the Review in July 2016, the LGBCE confirmed that it is minded to recommend that the Council should continue to have 96 Councillors.
- 1.1.4. The second stage of the electoral review began on 26 July when the LGBCE opened its consultation on warding patterns. This submission is Manchester City Council's response to this consultation and seeks to provide a full scheme which meets the statutory criteria to which the LGBCE is required to have regard:
 - ***The need to secure equality of representation*** – the proposed scheme addresses the changes in the number and distribution of electors across the city since the last review took place, in particular those which have given rise to the current electoral imbalances. The scheme also anticipates and reflects projections regarding the increase in the city's population and future distribution of the electorate at 2022, six years from the start of the review. The new warding patterns better reflect Manchester's significant growth since 2002 and the spatial distribution of the city's forecast future growth and associated impact on local representation.
 - The forecast electorate for the proposed warding pattern (see Appendix 2) shows, of the city's 32 proposed new wards, only 5 have variances of +/- 8%, all of which are currently located the Wythenshawe Cluster. The City Council believes that these higher variances are justified by the need to maintain local community interests in parallel with strong natural boundaries and the requirement to avoid the unnecessary splitting of comparable and related local communities across the Wythenshawe cluster.
 - ***The need to reflect the identities and interests of local communities*** – Manchester is a diverse city with vibrant, successful neighbourhoods and communities each having its own a unique identity. The proposed warding pattern respects a number of well-established natural and physical infrastructure boundaries as well as the city's new and emerging neighbourhoods and communities. The scheme takes into account the

unprecedented changes in the city's spatial and demographic composition since 2002. This includes the major residential growth within the city centre and surrounding neighbourhoods, changes to the distribution of the student and young professional population (which is now much more widely distributed across the central and eastern cluster), as well as the regeneration of district centres across all parts of the city. The Scheme also seeks to achieve better representation for some of the long established communities where the current warding pattern and ward naming do not reflect the true characteristics of local neighbourhoods.

- ***The need to secure effective and convenient local government*** – The effective administration of local government in Manchester has never been more important, as the city continues to play a key role in the devolution of Health and Social Care and leading a place based approach to service delivery. Proposed ward boundaries reflect the current and future demographic composition and character of Manchester's neighbourhoods. This will not only support effective and convenient local government but will also support partners by providing the basis for more effective commissioning, alongside providing the 'building blocks' to the city's emerging 'Our Manchester' approach.

Manchester Today

- 1.1.5. The City of Manchester sits within the heart of the Greater Manchester conurbation, surrounded by an arc of primarily urban local authority areas which make up the full extent of the metropolitan area. Manchester is the most populous local authority area in Greater Manchester with well over half a million residents living in the city and the wider metropolitan area home to almost three million residents.
- 1.1.6. Aside from a small section along the southern boundary with Cheshire, the city has a continuous boundary with 7 of the other local authorities of Greater Manchester (with Wigan and Bolton being the only Greater Manchester authorities with which the city does not share a boundary). Although some of these boundaries follow hard natural and man-made physical features, many of the neighbourhoods have natural communities which cross the city's external boundaries.
- 1.1.7. In contrast to the other nine GM authorities, the administrative boundary of the city is relatively long and thin, stretching from Heaton Park by the M60 in the north, to the Airport and the neighbouring Cheshire Plain in the south. Whilst these remain outside the scope of the review, it should be acknowledged that the shape of the city means that Manchester has a higher proportion of wards with these external boundaries, than conurbations with a natural circular formation. Manchester's boundary therefore covers a diverse

economic geography and a collection of communities across a varied urban area, with few natural suburbs.

- 1.1.8. The number of people living in Manchester is growing rapidly and the city is becoming younger and more diverse, with every one of the 91 ethnic groups in the census represented. Between 2001 and 2011 Manchester's population grew by 19%, making Manchester the fastest growing city in the UK outside London. People have been attracted by the jobs created, the balance between incomes and housing costs and the quality of life.
- 1.1.9. Since the current warding patterns came into effect in 2004, the city has been through a period of significant growth and development accompanied by demographic as well as political change linked to devolution. The recently published Our Manchester Strategy looks to respond to these changes with a Vision for the City that seeks to place Manchester in the top flight of world-class cities by 2025. At that point it is proposed that the city will:
- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas
 - Possess highly skilled, enterprising and industrious people
 - Be connected, internationally and within the UK
 - Play its full part in limiting the impacts of climate change
 - Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well
 - Be clean, attractive, culturally rich, outward-looking and welcoming
- 1.1.10. The devolution journey underway in Greater Manchester is reshaping the local political landscape in the city. Greater Manchester has secured a constitutional breakthrough taking on major new powers for transport, housing, work and skills, planning, health and social care, policing and more recently business rates. The election of a new Metro Mayor expected in 2017 will provide additional leadership capacity and direct accountability working with the leaders of the 10 districts as part of the Greater Manchester Combined Authority.
- 1.1.11. The rebalancing of the relationship between Whitehall and Manchester has been the result of a long term ambition and campaign. The change is designed to help the city address a series of major challenges and ensure that decisions are made in the places where the impacts are most keenly felt. The devolution settlement is already moving ahead with more powers and responsibilities transferring from Whitehall to the local area. It is expected that this will develop and mature further over the coming decade.

Warding Patterns for Manchester 2022

- 1.1.12. The Manchester City Council Forecasting Model (MCCFM w2015) now estimates that there are more than 425,000 people aged 17 and over living in Manchester, which is forecast to rise to over 480,000 by 2022. At the same time it is also forecast that the electorate will grow by over 15% from 369,000 in December 2015 to and is forecast to reach 417,000 by 2022. However, the December 2015 Electoral Register is 12,000 less than the Electoral Register in February 2014 before Individual Electoral Registration (IER) came into effect.
- 1.1.13. The city's December 2015 figures show that 4 of Manchester's 32 wards have an electorate more than 10% above or below the ward average (the permitted variance currently allowed by the Local Government Boundary Commission). The most prominent imbalance is in the Cheetham ward, which is currently 35% above the ward average. The variances in electoral equality in the current warding pattern are even more pronounced when forecasting beyond 2022. At this stage the city expects 14 of its 32 wards to be above the +/-10% permitted variance, with three of those wards anticipated to have a significant variance of +/-30% (Cheetham, City Centre and Ancoats and Clayton).
- 1.1.14. Manchester City Council's Technical Report (submitted previously) explains why the increase in the population is not matched by the same proportion as the electorate. In simple terms this is because not all of the population is eligible to register to vote and also because even among the eligible electorate the impact of IER has been felt. The 2011 Census showed 110,000 residents move house each year in the city, and it is in the neighbourhoods with the most frequent movers (typically areas with a high proportion of young professionals and students) where IER has had the biggest negative impact. Many of these residents are not registering at all or not keeping their registration up to date.
- 1.1.15. The various electoral forecasts have responded to this by incorporating a calculation of the possible, albeit uneven IER recovery across the city in the period to 2022. The impacts appear most pronounced in the wards to the immediate south of the city centre (including Hulme and Ardwick) where growing numbers of young professionals and students are reflected in a lower ratio of electorate to population growth than more stable wards in other areas of the city.
- 1.1.16. There are very few neighbourhoods where the number of people has not increased since the last electoral review in 2002. However, it is the collection of wards around the city centre – essentially those communities concentrated in the core of the conurbation - where the most intense

population growth and increase in the number of registered electors can be observed. A detailed analysis of future demographic change, population growth and new residential completions, which are the key measures most likely to impact on the number of the electors up to 2022, 6 years from the start of the review, provides supporting evidence for proposals in those wards where higher than average growth is anticipated.

1.1.17. The proposed scheme has been developed to reflect the well-established geographical 'building blocks' provided by the various natural and man-made physical attributes in the city (a number of which predate modern electoral and administrative planning) which have remained intact throughout the unprecedented growth of the past fifteen years. These are contained within four distinct geographical areas, or clusters.

- **North Manchester Cluster** – This area is situated north of the city centre up to the city's boundaries with the southern border marked by the Manchester Victoria railway line. This area is further divided roughly into two halves by the River Irk, which splits the wards to the west and east of this cluster. There are currently 6 wards within this cluster and it is proposed that the new scheme will also have 6 wards.
- **Central and Eastern Cluster** – This area is bounded by the Manchester Victoria railway line to the north, the Manchester inner and intermediate ring roads, including Great Ancoats Street A665, the Mancunian Way A57 (M) to the south, and the A6010 Alan Turing Way. There are currently 4 wards within this cluster and the revised scheme proposes that this is increased to 5.
- **South Cluster** – The route of the former Fallowfield Loop railway line marks the north south divide in this cluster, splitting the inner suburban wards to the north of this cluster from the southern outer suburbs. There are currently 17 wards in this cluster, reducing to 16 wards in the proposed scheme.
- **Wythenshawe Cluster** – The Mersey Valley and the M60 corridor provide a hard natural boundary between this cluster of wards and the city's Inner South Cluster, whilst the south marks the city's borders with Stockport, Trafford and Cheshire. The cluster is roughly divided into two halves by the M56 motorway and Princess Road A5103, providing the east/west boundary. There are currently 5 wards in this cluster and it is proposed that five wards are retained in the new scheme.

North Cluster – Proposed Warding Patterns

North Manchester extends from the city centre to the city's northern boundary with Rochdale, Bury and Oldham. It is a welcoming and diverse place with people from different cultures and backgrounds living together in proud communities. There is also an abundance of quality green space, including Heaton Park, Boggart Hole Clough and the Irk Valley.

The population of the North Cluster has grown by 23% since the last electoral review (from 85,958 in 2002 to 106,016 in 2015 - MCCFM W2015). Whilst the majority of the wards in this area have seen a steady increase in both population and electorate, it is the intense and sustained growth in the Cheetham ward which is one of the key considerations for future warding patterns.

For these reasons, changes to the warding patterns for Cheetham ward and the surrounding wards of Crumpsall and Harpurhey are proposed which seek to retain the strong community ties – established and emerging - and provide better equality of representation across the cluster. A number of minor amendments are also proposed to the boundaries of the other three wards (Higher Blackley, Charlestown and Moston) for reasons detailed below. In addition, these new boundaries are sustainable and will provide the requisite capacity to accommodate anticipated growth across Cheetham, Crumpsall and Harpurhey wards, whilst consolidating boundaries for neighbouring wards where a slower rate of growth is forecast.

Ward 1 Cheetham

Estimated Electorate (proposed boundary) 2015: 11,589 (0% variance)

Forecast Electorate (proposed boundary) 2022: 13,456 (+3% variance)

Cheetham's rapid growth since the last electoral review is derived from a combination of new housing (particularly new apartments within the Green Quarter neighbourhood) and its attraction to new residents. This includes large numbers of international migrants attracted by comparatively inexpensive housing close to jobs, commercial space and established support networks linked to language, nationality and faith (through pre-established Black and Minority Ethnic (BME) communities).

Historically, the Cheetham ward was a reception neighbourhood with a high turnover of residents from a diverse range of countries across the world. More recently, whilst pockets of transience remain there is evidence to suggest that families are looking to stay and lay down roots in these neighbourhoods over the long term. This has led to a population density higher than the city average and an average household size far higher than the rest of Manchester.

The proposed new ward looks to address the current electoral imbalance arising from unprecedented population growth and demographic change, whilst continuing to represent the area's various diverse communities.

Proposed Cheetham Ward Boundary

At 35% over the average, Cheetham is currently the largest electoral ward in the city; an imbalance which would be maintained based on 2022 forecasts.

The proposed new boundary borders the proposed Deansgate ward to the south, then follows the city's boundary with Salford to west. To the north east the boundary is formed by Woodlands Road and Cheetham Hill Road, with the Lower Irk Valley and the Metrolink line to the south east providing a hard physical boundary with the Harpurhey Ward.

The proposed new ward boundary moves two neighbourhoods from the current Cheetham ward into neighbouring wards. It is proposed that the Irk Valley neighbourhood of Collyhurst (west of Rochdale Road) will become part of the Harpurhey ward, joining to the existing parts of Collyhurst at the city centre end of Harpurhey.

It is also proposed that the area to the north east of the current Cheetham Ward (including Temple Square, the Appleford Estate, Smedley Dip and Hendham Vale) will become part of the Crumpsall ward.

Proposed Cheetham Ward Characteristics

Cheetham has a strong well established community with a thriving district centre, with many shops and business frequented by local people, which will be maintained within the proposed boundary

The proposed ward includes the residential neighbourhoods of Cheetham Hill, Cheetwood and the Green Quarter, alongside the Strangeways employment area. Cheetham has some of the most diverse in neighbourhoods in the city which are home to a wide variety of faiths, cultures and nationalities. These include established South Asian and Eastern European communities, alongside significant numbers of Chinese and Black Caribbean residents.

The Cheetham Hill Road corridor connects the ward and is the focal point for the area and its communities. Cheetham's diversity is clearly reflected in the prominent local community facilities along the corridor – mosques, churches and temples, whilst many of the shops and restaurants are run by and cater for South Asian and Eastern European residents.

The Cheetham Hill neighbourhood is characterised by privately owned and densely populated terraced properties on the streets to either side of Cheetham Hill Road. The west side of the ward along Waterloo Road includes significant numbers of social housing units on the Cheetwood and Waterloo estates. Cheetham is also home to a range of cultural assets, including the Jewish Museum, the Irish World Heritage Centre and the Ukrainian Club

The southern section of the ward (bordering the proposed Deansgate ward) includes the Green Quarter neighbourhood, made up of 1,500 apartments in close proximity to Victoria Station and Manchester city centre. The Green Quarter has become an established high density location, connected to the rest of the ward again by the Cheetham Hill Road corridor.

Cheetham Hill Road and Bury New Road provide the key transport links, meeting at southern tip of the ward which is bounded by the Inner Ring Road. The eastern edge of the ward benefits from Queen's Park Metrolink station providing quick links to Manchester city centre and the Metrolink network in the south. The residential areas to the north and east, such as Cheetham Hill, are connected by networks of minor roads.

The Strangeways employment neighbourhood covers much of southern half of the ward, dissected by Cheetham Hill Road and Bury New Road. The density of manufacturing and wholesale businesses within the Strangeways district gives Cheetham the highest concentration of businesses in Manchester outside the city centre.

Ward 2: Crumpsall

Estimated Electorate (proposed boundary) 2015: 12,468 (+8% variance)

Forecast Electorate (proposed boundary) 2022: 13,696 (+5% variance)

In the period from 2002 (the period from the last electoral review), the ward boundary to the south (with Cheetham) has appeared increasingly at odds with the commonality of the two very similar communities both living in primarily privately owned homes. The current boundary splits the area to the north east of the current Cheetham Ward (along Woodlands Road and Smedley Road) from the neighbourhoods of Lower Crumpsall and Crumpsall Green. These communities also share key public and local facilities at Abraham Moss (leisure, adult learning and secondary education) and the district centre on Cheetham Hill Road (local retail hub). Therefore it is proposed that these neighbourhoods will become part of a new Crumpsall Ward expanded to the south.

The new Crumpsall ward (together with Harpurhey and Higher Blackley) also seeks strengthen the eastern boundary of the ward around Blackley Village (currently part of the Crumpsall ward boundary). The proposed boundary will see Crumpsall's eastern boundary follow the natural boundary of the River Irk, incorporating the majority of Blackley Village with the existing Blackley neighbourhood to the North West of the Harpurhey ward. In the absence of the River Irk which splits Blackley Village from the other Crumpsall neighbourhoods, these two areas are without any distinct physical division – instead sharing amenities and transport links along Rochdale Road.

Proposed Crumpsall Ward Boundary

Proposed changes to the Crumpsall ward boundary reflect significant demographic change in the North Cluster over the past ten years and the increase in population in and around Cheetham District Centre. It is proposed that the new Crumpsall ward incorporates the area to the north east of the current Cheetham ward (to the north of Woodlands Road and to the east and west of Smedley Road) alongside the changes planned for Harpurhey (see ward 6)

The proposed southern boundary to the ward will be along Queens Road and Woodlands Road, incorporating Temple Square, the Appleford Estate and Smedley Lane (bounded by Cheetham Hill Road to the south west). The boundary with Salford to the West and the Higher Blackley ward to the North are maintained, whilst the boundary to the Harpurhey ward on the East will now follow the natural current of the River Irk (down to Queens Road).

The Blackley Village neighbourhood (to the east of the current Crumpsall boundary) has been moved to the proposed Harpurhey Ward (aside a small set of streets to the north of Old Market Street which has been incorporated into the proposed Higher Blackley ward).

Proposed Crumpsall Ward Characteristics

The proposed Crumpsall ward covers a diverse and established residential area roughly three miles north of Manchester city centre, made of the clearly defined neighbourhoods of Higher Crumpsall, Crumpsall Green and Lower Crumpsall. The area is home to residents from a wide range of ethnic and socio-economic backgrounds.

There is a local small shopping area on Lansdowne Road, but the main retail and service hub lies to the west of the ward along Cheetham Hill Road (including major retailers and key public services). The Abraham Moss complex also brings the ward's different communities together through its leisure, cultural, adult learning and secondary education offer. The Abraham Moss High School has an intake largely from Crumpsall and Cheetham.

There is a mix of housing across the ward, although there is a lower proportion of social housing compared to neighbouring wards in North Manchester. Higher Crumpsall includes some of the area's most desirable homes (with high numbers of owner occupation) in primarily semi-detached properties. The south of the ward (particularly around Crumpsall Park) has a higher proportion of homes in the private rented sector and Houses in Multiple Occupation (HMOs).

Running alongside the River Irk, the east of the ward is dominated by the North Manchester General Hospital (part of the Pennine Acute NHS Trust) and the Vale Park industrial estate, alongside pockets of social housing along Hazelbottom Road, Smedley Road and within the Appleford Estate (to the far south of the proposed boundary with the neighbouring ward of Cheetham). The area also benefits from a number of attractive open spaces that include Crumpsall Park and Smedley Fields.

All of Crumpsall's residential neighbourhoods are well connected to the Metrolink line from Bury to Manchester Victoria with access through three stops; Bowker Vale, Crumpsall and Abraham Moss. The quality bus corridor along Cheetham Hill Road also traces the south west boundary running towards the city centre.

Ward 3: Higher Blackley

Estimated Electorate (proposed boundary) 2015: 11,548 (0% variance)

Forecast Electorate (proposed boundary) 2022: 12,506 (-4% variance)

The existing Higher Blackley ward is considered to work well, with a number of coherent and well-connected neighbourhoods located either side of Victoria Avenue, which dissects the Ward from Heaton Park in the West and Rochdale Road in the East.

The changes to ward boundary proposed in this submission seek to ensure the ward is coherent and this is done by encompassing those households to the north of Old Market Street. The proposed changes also ensure that the forecast electorate for 2022 remains within the permitted variance allowed by the Commission (the current Higher Blackley ward has a forecast electorate 11% below the city ward average by 2022).

As stated above, the previous eastern boundary of the Crumpsall (Ward 2) took in the Blackley Village neighbourhood, which was split from the rest of the ward by the clear natural boundary of the River Irk. The area of Blackley Village to the north of Old Market Street lacks any clear physical division from the existing Higher Blackley neighbourhoods of Plant Hill and Riverdale. These areas share transport links along Old Market Street / Blackley New Road (connecting with Rochdale Road which carries the new Cross City Bus route providing a more rapid and regular route into the city centre and South Manchester) and the Plant Hill Road service cluster, including the Co-operative academy secondary school.

Proposed Higher Blackley Ward Boundary

The proposed new ward would take the area to the north of Old Market Street in Blackley Village (currently part of the Crumpsall Ward), including housing along Chapel Lane and French Barn Lane.

The south of the ward will continue to follow the natural boundary of the River Irk (although now including Old Market Street as the boundary in the far south east). The west of the ward incorporating Heaton Park follows the city's boundary with Bury MBC and to the North follows the M60 and the boundary with Rochdale MBC. The eastern boundary with the Charlestown ward follows Rochdale Road.

Proposed Higher Blackley Ward Characteristics

Higher Blackley is situated at the northern most tip of Manchester. The ward acts as a gateway into the City, particularly at the Victoria Avenue and Rochdale Road junction which is a key commercial cluster. The area benefits from an extensive green space network, linked to the Irk River Valley, and is served by award winning parks and attractive open spaces that include Heaton Park, Nutbank Common and Blackley Forest.

The ward contains a mix of housing and is home to some of the first 20th century suburban housing to be built across the Manchester region. The majority of homes are traditional semi-detached with a smaller number of terraced houses and a small proportion of multi-storey, maisonette and low rise flats and apartments, predominantly in council ownership.

Although the ward does not have a major district or retail centre, shops, local services and key community facilities are concentrated along Victoria Avenue and key connecting routes such as Rochdale Road and Hill Lane. The ward also has an established retail offer at Heaton Retail Park, which includes a major supermarket that serves Higher Blackley and surrounding areas. On Victoria Avenue there is a major supermarket next to The Avenue Library and Adult Learning Centre which offers important community and support services to both the Higher Blackley and Charlestown Wards.

Ward 4: Charlestown

Estimated Electorate (proposed boundary) 2015: 11,302 (-2% variance)

Forecast Electorate (proposed boundary) 2022: 13,241 (+2% variance)

The existing Charlestown ward works well, with a series of distinct yet well connected communities brought together around Boggart Hole Clough to the south, the Charlestown Road service cluster centrally and Victoria Avenue East to the North.

It is proposed that the Charlestown ward will add two small residential areas from the current Moston Ward as well as the Broadhurst Park playing fields. These changes act to strengthen the wards south and western boundary, whilst retaining all its existing residential neighbourhoods and maintaining the coherence of the ward.

The addition of the Moston Fields neighbourhood to the north west of Croft Hill Road brings together a corridor of good quality semi-detached owner occupied housing to the north of Moston Lane stretching up to St Matthews High School. The proposed ward also adds a set of residential streets to the north of Woodstock Road, bounded by the railway line to the east and Broadhurst Park to the west.

Proposed Charlestown Ward Boundary

The southern edge of the ward continues to follow the natural boundary of Boggart Hole Brook, before cutting down Croft Hill Road. The south east boundary now covers the perimeter of Broadhurst Park playing fields before cutting east along Woodstock Road. The ward's eastern boundary again follows the train line which provides an external boundary with the Moston Ward and Oldham MBC. The northern boundary is formed by the M60 ring road with a junction at Rochdale Road, which makes up the wards western boundary.

Proposed Charlestown Ward Characteristics

Charlestown is situated to the North East Boundary of the City and is located approximately four to five miles from Manchester city centre. The area has a higher proportion of social housing than the city average (found primarily on the Dam Head, Crosslee, Charlestown Road, Chain Bar and Mill estates) – yet much of this stock is good quality well managed family housing combining well with the area's private owner occupied homes. Charlestown has seen some significant new private

residential development in recent years, including at Booth Hall (currently on-site to deliver 257 units) and Hall Moss Farm (59 units completed in 2015/16).

Boggart Hole Clough brings the ward's communities together around the park's leisure offer. It is home to several important local features including the Grade 2 Listed Angel War Memorial, a large Victorian Lake with the popular Lakeside café, athletics facilities and a number of attractive walking routes. The proposed ward also includes Broadhurst Park playing fields and the FC United of Manchester stadium.

The new Avenue Library and Learning Centre situated on Victoria Avenue East / Rochdale Road junction provides a key community space for a variety of education training and art/ cultural activities. The addition of a major supermarket has built on the existing retail provision in addition to complementary retailing on Charlestown Road.

Charlestown is well serviced by transport links, with M60 marking the northern border of the ward providing orbital access to the rest Greater Manchester and the airport. Rochdale Road traces the western border, providing a high-quality, regular bus route into Manchester centre. To the east, the ward is aligned with the railway line and Moston station giving access to Manchester Victoria. A network of public bridleways provide access to the numerous green spaces in the area such as Boggart Hole Clough.

Ward 5: Moston

Estimated Electorate (proposed boundary) 2015: 13,269 (+15% variance)

Forecast Electorate (proposed boundary) 2022: 13,490 (+4% variance)

The boundaries of the current Moston ward are considered to work well, serving well established communities and networks.

Since the last electoral review in 2002, the current boundary with Harpurhey to the west has dissected the Moston community along Worsley Avenue and Kenyon Lane. These communities form part of a coherent neighbourhood combining a mix of dense terraced housing and new build family homes connected through the distinctive Moston Lane local centre. The Moston Lane local centre provides a focal point for the Moston community, with its diversity of the local population represented in the shops, restaurants and local services close by. The proposed ward boundary therefore successfully reunites the whole Moston community under the same electoral ward.

As set out above (ward 4), two small residential areas to the north east of Croft Hill Road (bounded by Moston Lane to the south) and to the north of Woodstock Road (bounded by the railway line to the east) will be added to proposed Charlestown ward from the current Moston ward. This acts to strengthen the boundary between the two wards.

The new ward retains all the remaining current residential neighbourhoods (New Moston, Mid-Moston, Lightbowne, Miners and Bath's estates) whilst adding the north

east portion of the current Harpurhey ward (to the north and south of Moston Lane), known locally as Moston.

Proposed Moston Ward Boundary

The proposed new western boundary of the ward now follows Clough Road and Ashley Lane south to Moston Vale, taking in the full extent of the Moston neighbourhood. The railway line and Moston Brook provide a natural hard boundary to the south of the ward, primarily with Oldham MBC which also borders the ward to the east.

In the north the proposed boundary borders Charlestown along the railway line, Woodstock Road and the southern perimeter of Broadhurst Park playing fields before cutting along Moston Lane and Croft Hill Road up to Boggart Hole Brook.

Proposed Moston Ward Characteristics

The proposed Moston ward is split into two main neighbourhoods - essentially Moston and New Moston. The housing mix ranges between large terrace and semi-detached houses to smaller terraces. The majority of homes are owner-occupied or privately rented, although there are several areas of social housing, primarily comprised of family dwelling stock.

Moston benefits from direct links with the M60 ring road and motorway network. Moston is located adjacent to the main radial route from Manchester to Oldham (A62) and is crossed by Lightbowne Road and Broadway, providing connectivity to the city centre and south. The area is well served by buses (particularly into Manchester city centre) with Moston railway station linking to Manchester Victoria at the northern tip of the ward.

Although the Moston Lane local centre remains the key service hub (to the west of the ward), other areas are also well served by clusters of shops and services. These are to be found at Broadway and Hollinwood Avenue, both of which are located on main roads and are therefore highly visible and easily accessible for the local community.

The proposed Moston ward benefits from a number of established parks and green spaces that make it an attractive location for residents. These include Moston Brook, Broadhurst Clough, Park & Playing Fields and Nuthurst Park. Moston also borders onto Boggart Hole Clough.

Ward 6: Harpurhey

Estimated Electorate (proposed boundary) 2015: 12,557 (+9% variance)

Forecast Electorate (proposed boundary) 2022: 13,775 (+6% variance)

The Harpurhey ward has experienced significant growth since the last electoral review and is one of three wards within the North Cluster where changes to

boundaries are proposed to produce more coherent wards of an appropriate size based on the 2022 electorate.

The proposed inclusion of the Irk Valley and Blackley Village neighbourhoods into Harpurhey (alongside bringing together the Moston neighbourhoods into one ward - see Ward 5 above) will reunite communities which were split across wards in 2002, providing a comprehensive ward boundary for Harpurhey.

The Lower Irk Valley neighbourhood of Collyhurst (west of Rochdale Road) was previously part of the Cheetham ward but remained physically divided from the rest of the ward by the River Irk. As with the Collyhurst Village neighbourhood to the east of Rochdale Road, the area is characterised by wide spread social housing (mix of high rise and traditional family housing), with the two communities united by a shared identity and the location of key local facilities (including 2 primary schools on Eggington Street and the Manchester Communications Academy on Rochdale Road).

The last electoral review in 2002 produced a boundary between Crumpsall and Harpurhey which dissected Blackley Village along Sidney Road and Andrew Road, splitting it from the remainder of the neighbourhood down to Factory Lane. This area represents a distinct community its own right with its own set of services along Old Market Street but connected to the rest of the Harpurhey ward by the Rochdale Road corridor and the wider service offer at Harpurhey District Centre. This neighbourhood now shares a clear hard boundary along the River Irk with Crumpsall, providing a functional and workable boundary between the two wards.

Proposed Harpurhey Ward Boundary

The proposed ward boundary will incorporate the Lower Irk Valley neighbourhood of Collyhurst (currently located within the Cheetham Ward) and the majority of Blackley Village (currently part of the Crumpsall ward).

It is proposed part of the Moston neighbourhood currently located to the north east of the Harpurhey ward will be re-allocated into Moston (see Ward 5 above).

The proposed ward boundary would continue to be formed by the railway line to the south, sharing a border with the proposed Moston ward to the east from Moston Vale along Clough Road and Ashley Lane. The northern extent of the ward continues to be formed primarily by Boggart Hole Brook, but would also encompass the area of Blackley Village up to Old Market Street.

The western boundary with Crumpsall follows the natural boundary of the River Irk, cutting along Queens Road before heading south down the Bury Metrolink line and into the Lower Irk Valley to form a boundary with Cheetham. The proposed wards southern tip comes at the junction of Collyhurst Road and Dalton Street.

Proposed Harpurhey Ward Characteristics

Harpurhey lies two and a half miles north of Manchester city centre and is well connected by Oldham Road in the east and Rochdale Road to the west. Both roads

are major arterial routes running from the city centre to Oldham and Rochdale respectively and connecting to the M60.

To the southern tip of Harpurhey, the Bury and Rochdale Metrolink lines converge, with three Metrolink stations at Queen's Park, Monsall and Central Park. Further regular public transport is available via the Rochdale Road Cross City Bus route, which runs through the middle of the ward. The railway line into Manchester Victoria marks the Harpurhey's south eastern boundary.

The Harpurhey ward is primarily a residential area dominated by terraced properties in the neighbourhoods to the north and east, with large social housing estates at its centre and to the south in Monsall and Collyhurst. The ward also incorporates the Central Park employment area to the southern boundary with Miles Platting and Newton Heath.

Well-connected and centrally located, the North City District Centre forms a major retail and service hub for both the ward itself the wider North Manchester area. The centre is one of the major catalysts for the regeneration of the area with community facilities including North City Family & Fitness Centre, the Factory Youth Zone, a Sixth Form College and library, alongside a wide range of shops and a retail market.

The neighbourhoods within Harpurhey have a strong community spirit and identity with many active residents, tenants and community groups working hard to bring about improvements in and around their area. Many of the wards residential neighbourhoods also have well used community buildings including Harpurhey Neighbourhood Project on Carisbrook Street and the TLM Neighbourhood Centre in Monsall.

Central and Eastern Cluster – Proposed Warding Patterns

The Central and Eastern cluster forms the heart of the city, stretching from the city centre in the west to the eastern suburbs of Newton Heath, Clayton and Openshaw. This area has been a key focus for the city's regeneration, with more local jobs, a growing population, a reinvigorated housing market and major investment in local infrastructure. The area represents a diverse and welcoming place, combining well established communities with some of the city's newest residential neighbourhoods.

Today it is estimated that in the region of 50,000 people reside in the city centre apartment market in Manchester alone. Over the past decade the extent of city centre living has grown both in number of homes and in geographical size – with development taking place well beyond the boundaries of the traditional City Centre ward. A mix of new build and heritage conversion schemes have seen Manchester extend its city centre residential area into neighbourhoods ranging from Castlefield (City Centre and Hulme ward) in the west to Ancoats and New Islington in the east (currently Ancoats & Clayton and Bradford Wards).

The enlarged city centre offer - driven by new build apartments (offered for rent and sale) have helped to grow and consolidate a high concentration of skilled, knowledge

based jobs within a diversified private sector economy in the city. This emerging urban tendency links to record numbers of housing completions between 2001 and 2007 (at the height of the market in 2007/08 Manchester recorded 5,412 residential completions of which 3,469 were in the wider city centre) and the increasingly resurgent housing market which is expected to see circa 5,000 units start on site this financial year (88% of which are expected to be delivered in the wider city centre).

The city aims to build a minimum of 25,000 new homes over the next decade (the majority city centre apartments), providing further evidence of Manchester's future growth ambitions. To achieve this Manchester will continue to prioritise high density development in the conurbation core, with the apartment market expected to expand, with large scale regeneration proposals on the North, East and Southern gateways into the city centre.

The result of this will be a significantly enhanced electorate across all the central wards which currently comprise the city centre apartment market. Forecasts suggest the issue will be particularly acute in the area covered by the current City Centre and Ancoats and Clayton wards (which are currently forecast to reach +50% and +49% above the ward average respectively by 2022).

The configuration in this area requires wards which represent the existing and future electorate. This has led to a major review in this cluster of the existing ward boundaries and the communities they serve. Central to this are the proposals for the city centre to be covered by 2 wards. In broad terms this means dividing the current ward into two and extending the ward on the eastern side to take in the western extent of the current Ancoats & Clayton ward area.

The current Ancoats & Clayton and Bradford wards stretch east to west, covering the expansion of the city centre apartment market on the west (Ancoats and New Islington) and the more traditional suburbs of East Manchester to the east (Clayton and Openshaw). The regeneration of neighbourhoods such as Ancoats and New Islington on the edge of the city centre has triggered major demographic and social change in these areas, creating new communities more closely aligned to the apartment dwellers to the south and west as opposed to the suburban neighbourhoods of the east.

It is also therefore proposed that a new Ancoats and Beswick ward is created covering the eastern boundary of the city centre apartment market and the inner city residential neighbourhood of Beswick. It is also proposed that the suburbs of Clayton & Openshaw currently split to the east of the Bradford and Ancoats & Clayton ward will be brought together into a new ward. Smaller adjustments are made to the remaining ward of Miles Platting and Newton Heath.

Ward 7 Deansgate & Ward 8 Piccadilly

Estimated Electorate (proposed boundary) 2015:

Deansgate – 6,345 (-45% variance);

Piccadilly – 8,167 (-29% variance)

Forecast Electorate (proposed boundary) 2022:

Deansgate - 13,423 (+3% variance);

Piccadilly – 13,644 (+5% variance)

The population of the city centre and surrounding areas has trebled in the last decade to almost 50,000. This has been facilitated by large scale residential development and the creation of new neighbourhoods beyond the traditional city centre boundaries – including Ancoats and New Islington to the east and the Green Quarter to the North.

Further major residential development is planned over the next ten years to meet continued demand. In the current City Centre ward boundary in excess of 10,000 units are set to be delivered 2016-2022 and 2,215 units are currently under construction as over September 2016 (with over 4,000 units under construction across the wider city centre boundary). Headline schemes within the proposed Deansgate boundary include St John's (2,500), Great Jackson Street (3,500), First Street South (1,000) and the Whitworth Street and Whitworth Street West Corridor (2,000), all of which are expected to deliver large numbers of new homes through to 2022.

However, new build residential development in the city centre is by no means restricted to the west of the city centre with Mayfield (1,300+), NOMA (1,000), New Cross (2,000), Piccadilly Basin (600+) and New Victoria (500+) all expected to begin to deliver new homes within the next six years in the new Piccadilly ward area.

The scale of expected residential development in the city centre has seen the 17+ population now forecast to reach 36,752 by 2022; although only 19,543 (53%) of current boundaries residents are expected to register to vote.

Electorate forecasts for the proposed new wards therefore reflect the transient nature of the population and the high proportion of potential electors currently not registered to vote. There has been a sharp increase in the number of students choosing to live in the city centre since the last electoral review in 2002 (2014/15 6,833 - HESA data). This trend is reflected in the reduction in the number of registered electors in wards such as the city centre which have a demographic profile comprising young professionals and students who live primarily in private rented accommodation and who move house frequently and the associated registration issues associated with IER (as previously outlined)

Proposed Deansgate and Piccadilly Ward Boundaries

The proposed new Deansgate ward continues to follow the western and southern boundaries of the current City Centre ward (with Salford MBC along the River Irwell and Hulme ward along the Mancunian Way), with the Manchester Arena continuing to form the northern boundary with Cheetham.

The proposed Deansgate and Piccadilly wards are then split by a border north to south along Corporation Street, Market Street, Portland Street, Oxford Street, Whitworth Street and Princess Street. The Piccadilly ward continues to follow the boundary of the Mancunian Way / Inner Ring Road to the south, running up the length of Great Ancoats Street to the east (forming the border with the proposed Ancoats & Beswick ward).

The proposed Piccadilly ward takes in a portion of the current Ancoats & Clayton ward, uniting city centre's distinctive Northern Quarter neighbourhood under one ward (previously split along Thomas Street with Ancoats & Clayton) as well as incorporating the New Cross, Angel Meadows and NOMA neighbourhoods. The northern boundary of the Piccadilly ward is therefore formed along Oldham Road, Livesey Street and the Metrolink line to the north.

Proposed Deansgate Ward Characteristics

The proposed Deansgate boundary represents large parts of the traditional City Centre ward including the area around Deansgate, Cross Street, New Cathedral Street and Exchange Square – essentially the area which provided the focus for the regeneration and subsequent repopulation of the city centre since the mid-1990s. This ward will cover the a significant part of the city's retail core and city centre office market including the Civic Quarter, Central Business District and Spinningfields.

Deansgate will incorporate established communities living in apartment-led developments in Castlefield, Deansgate and Spinningfields. Although parts of Castlefield include significant numbers of owner occupiers, the majority of homes within these neighbourhoods operate with the private rented sector including many of the city's most sought after buildings and apartments.

These neighbourhoods are home to a diverse mix of young professionals alongside large numbers of international students living along the Whitworth Street corridor. This demographic and tenure profile is expected to be replicated within the various major new residential development areas such as at First Street, Great Jackson Street and St Johns.

There are several well connected transport hubs in the Deansgate ward; Manchester Oxford Road and Victoria Stations provide national rail hubs whilst Deansgate-Castlefield provides local interchange and links to the Metrolink network. Transport connectivity will be improved in the period to 2017 with the completion of the Ordsall Chord, creating a new link between Manchester Oxford Road and Victoria.

Piccadilly Gardens marks the eastern edge of the ward and is home to a major bus and Metrolink interchange. A network of walking and cycling routes allows travel within the ward, and there are plans to expand this in the coming years with further infrastructure, signage and urban realm improvements planned.

Proposed Piccadilly Ward Characteristics

The proposed Piccadilly ward covers the north and east of the current City Centre ward including the Northern Quarter, Piccadilly and the Village, alongside the NOMA

and New Cross districts (currently within the Ancoats & Clayton ward). The Northern Quarter and Piccadilly Basin offer an established residential offer within the ward, with a mix of new build and conversion apartments primarily let to young professionals.

Large scale residential development is set to come forward in this ward over the next 5-10 years, expanding the current offer into NOMA, New Cross and Mayfield. Manchester Piccadilly Station sits at the centre of the ward, providing major transport links to cities across the UK and onward travel to the wider city region. Piccadilly is also a Metroshuttle (the city centre free bus) and Metrolink interchange, with the free Metroshuttle bus connecting the ward internally. The ward is well serviced by walking and cycling routes, which are set for further investment, particularly from Piccadilly into the Northern Quarter and up to Manchester Victoria.

There are several arts venues, galleries and museums in both wards, including a large concentration of regional theatres and a rich variety of historically significant landmark buildings. Manchester Art Gallery is amongst the most visited galleries in the North West. The Arena is one of the busiest music venues in the world, whilst the Bridgewater Hall is home to Britain's oldest professional symphony orchestra, the Halle. The recently regenerated Central Library is located in the ward and is one of the busiest and best known public buildings in the city, attracting over one million visitors annually.

Ward 9: Ancoats and Beswick Ward

Estimated Electorate (proposed boundary) 2015: 9,367 (-19% variance)

Forecast Electorate (proposed boundary) 2022: 13,573 (+4% variance)

Part of the wider regeneration ambition associated with the 2002 Commonwealth Games was a radical repositioning of the housing market in the east of the city, where a quality housing offer is now established with major potential for growth. Around this time, economic and demographic conditions converged across the Ancoats and Beswick area to accommodate house building suited to a younger and over time, more affluent population.

Looking forward up to 7,000 new homes are expected to be delivered within the current Ancoats & Clayton and Bradford wards between now and 2022. Headline schemes within the proposed Ancoats and Beswick ward include Manchester Life Phase 1 (1,015 units), Eastbank (312 units) and a range of additional medium density housing schemes.

The proposed Ancoats and Beswick boundary (and neighbouring new Clayton & Openshaw ward to the east) has been heavily influenced by the major social and demographic change associated with regeneration of these neighbourhoods. Close proximity to the city centre and an affordable urban living lifestyle has created a new vibrant young community within this area. The proposed ward will provide an effective representation of these residents (and their suburban counterparts to the

east in Clayton and Openshaw), bringing together a coherent community with shared values and identity.

As with the proposed Deansgate and Piccadilly wards, the Ancoats and Beswick Ward will initially have a lower electorate to accommodate forecast increases in electorate linked to the significant scale of sustained population growth and residential development.

Proposed Ancoats and Beswick Ward Boundary

The proposed changes to this area of the city stem primarily from the rapid population growth linked to large scale new house building across the eastern gateway, primarily in the area close to the city centre in Ancoats (Ancoats and Clayton Ward), New Islington and Eastbank (Bradford Ward).

A consolidated new ward is therefore proposed on the eastern gateway to the city centre encompassing the inner city areas contained within the current Ancoats & Clayton and Bradford Wards.

The new Piccadilly ward (see Ward 8 above) will cover the NOMA and New Cross districts currently located within the Ancoats & Clayton ward. This means that the inner ring road at Great Ancoats Street will make up the western boundary of the proposed new Ancoats and Beswick ward with Oldham Road, Rodney Street, Butler Street and Bradford Road forming the northern boundary (where it meets the Miles Platting neighbourhood). The ward then follows the hard edge of the intermediate ring road (Alan Turing Way) to form its eastern boundary with the proposed Clayton and Openshaw Ward. To the south the ward follows the train line from Ashbury's west junction until the point it meets Ashton Old Road.

Proposed Ancoats and Beswick Ward Characteristics

Bordered by Great Ancoats Street to the West and Oldham Road to the north, the neighbourhoods of Ancoats, New Islington and Eastbank have accommodated an extension of the city centre apartment market beyond its traditional eastern boundary. Further expansion is expected over the next decade into Holt Town and the Lower Medlock Valley, linking the city centre to the Etihad Campus via a quality family housing offer in Beswick

In the period from the mid-1990s, Ancoats' industrial heritage has been revived and there has been significant investment and regeneration in the area. Within Ancoats Urban Village a number of listed mills and warehouses have been refurbished and converted into residential apartments and business premises. At the heart of this area, Victoria Square represents one of the oldest social housing developments in the country.

Further south, New Islington features a range of new residential homes for sale and rent, including an established marina with long term barge moorings and a water park. The area has recently seen the completion of the New Islington Free School - a response to the scale of residential development recently completed and currently taking place partly on behalf of the Manchester Life Development Company (the

residential property business owned by Manchester City Council and Abu Dhabi United Group).

Whilst retaining significant numbers of social rented homes, Beswick has seen a significant increase in homes for owner occupation linked to a new build schemes to the north of Ashton Old Road (including City East and The Way). The Etihad Campus and the Beswick Community Hub (including the East Manchester Academy, Connell Sixth Form College, the East Manchester Leisure Centre and Beswick Library) all provide state of the art facilities for the local community.

Beswick, Ancoats and New Islington are well connected by the extension of the Metrolink to East Manchester, with stations at New Islington, Holt Town and the Etihad Campus. The ward is bounded by major road connections including Great Ancoats Street to the west and Alan Turing Way to the east. Beswick is also connected to Manchester Piccadilly by Ashburys railway station.

Ward 10: Clayton and Openshaw

Estimated Electorate (proposed boundary) 2015: 11,886 (+3% variance)

Forecast Electorate (proposed boundary) 2022: 12,519 (-4% variance)

During the last review of Manchester's ward boundaries in 2002, Clayton and Openshaw were split by the Ashton Canal into the Ancoats & Clayton and Bradford wards respectively, with the canal acting as a physical boundary between the two wards.

Despite this demarcation, these neighbourhoods share a common and coherent community identity with both areas made up of traditional terraced housing and social-rented homes. They are also connected by the Etihad Campus which borders both neighbourhoods to the west, as well as shared service clusters along Ashton Old Road and Ashton New Road. The area has also benefited from the recent East Manchester Metrolink expansion with new stations at Velopark and Clayton connecting residents from both neighbourhoods with the city centre and Ashton town centre in Tameside MBC.

The proposed ward is expected to accommodate new residential development through to 2022 including at Toxteth Street (164 units) and the refurbishment of 64 long term empty properties at Ben Street. Therefore whilst the electorate of the proposed ward of Clayton and Openshaw is expected to grow at a slower pace than that of the Ancoats and Beswick ward, it is still within the permitted variance at -4% by 2022.

Proposed Clayton and Openshaw Ward Boundary

The proposed Clayton and Openshaw ward has defined physical boundaries on all sides - with the Miles Platting and Newton Heath ward to the north along the River Medlock and with Ancoats and Beswick to the west along the intermediate ring road (Alan Turing Way). The southern boundary of the ward with Gorton and Abbey Hey

follows the railway line and the western edge of the ward makes up part of the city's boundary with Tameside MBC.

Proposed Clayton and Openshaw Ward Characteristics

The proposed Clayton and Openshaw neighbourhood now takes up the full extent of these two neighbourhoods, with clear natural and physical boundaries on all sides. Although primarily a residential neighbourhood, the ward covers much of the world class sporting facilities located around the Etihad Campus area, including the National Cycling Centre, the Manchester Velodrome and the Indoor BMX Centre.

In Higher Openshaw the new district centre at Lime Square represents a new service cluster including a new major supermarket and significant retail offer. The ward is also home to high quality well maintained green space at Philips Park and the more informal Clayton Vale, including the popular mountain bike trail.

The ward is well connected to the city centre by Metrolink, with stations at the Velopark and Clayton. Ashton Old Road and Ashton New Road provide access to the city centre by car and bus whilst a railway link is available at Ashbury's on the line bounding the south of the ward. The Ashton Canal provides on and off-road walking and cycling routes through the ward.

Ward 11: Miles Platting and Newton Heath

Estimated Electorate (proposed boundary) 2015: 11,719 (+1% variance)

Forecast Electorate (proposed boundary) 2022: 12,785 (-2% variance)

The area of Miles Platting to the south of the Rochdale Canal was previously incorporated within the Ancoats and Clayton ward on the basis of the physical boundary created by the canal and the connectivity this area shared with the Ancoats neighbourhood. While this remains true, the Miles Platting neighbourhoods to the north and south of the Rochdale Canal share a common and coherent community identity brought together by the improvements being delivered to both areas through the Miles Platting PFI (including improved access routes between both sides of the canal).

The proposed southern boundary of the ward along Bradford Road and the River Medlock provide a clear and practical boundary with the proposed Ancoats & Beswick and Clayton & Openshaw wards. It also allows the Miles Platting & Newton Heath ward to incorporate the full extent of the designated employment land running from Oldham Road in the north to Briscoe Lane in the south.

The proposed boundary also forms part of major changes to the Ancoats area of the City (see Ward 9). This re-draw will in part be facilitated by incorporating the area of Miles Platting between the Rochdale Canal and Bradford Road (currently located within the Ancoats & Clayton ward boundary).

Proposed Miles Platting and Newton Heath Ward Boundary

As part of the overall review of the cluster, it is proposed that the revised boundary would incorporate the part of the Miles Platting neighbourhood to the south of the Rochdale Canal (currently part of the Ancoats and Clayton Ward), whilst retaining the Collyhurst South and Newton Heath neighbourhoods to the north and east (thus incorporating Miles Platting in its entirety alongside Collyhurst South and Newton Heath).

The proposed southern boundary of the ward follows the natural boundary of the River Medlock providing a clear border with Clayton. The east of the ward follows the city's boundary with Oldham MBC, whilst the railway line to the north forms the boundary with Harpurhey ward through to Collyhurst Street / Rochdale Road which provide the north-west edge of the Collyhurst South neighbourhood.

The ward now meets the proposed Piccadilly (Ward 8) and Ancoats & Beswick (Ward 9) wards along Livesey Street, Rodney Street and Butler Street to the west, with Bradford Road forming the remainder of the southern boundary.

Proposed Miles Platting and Newton Heath Ward Characteristics

Miles Platting continues to see significant improvements and residential development through the Private Finance Initiative (PFI). All homes have undergone major refurbishment and modernisation works, while a number of new affordable houses for rent and sale (such as Victoria Mill, Faraday Green and Bramah Place) have recently been developed or are currently under construction in both Miles Platting and Newton Heath.

To the north of Miles Platting lies the Collyhurst South neighbourhood, bounded by Rochdale Road and Oldham Road to the east and west, Collyhurst Street to the north and Livesey Street to the south. The area connects with the rest of ward along the Oldham Road corridor and the New Allen Street estate also forms part of the Miles Platting Neighbourhood PFI.

Newton Heath is served by excellent public transport links to central Manchester and surrounding areas via the Oldham Road Quality Bus Corridor and the new Oldham / Rochdale Metrolink extension. Newton Heath local centre along Old Church Street offers a traditional high street shopping and service centre, acting to as a focal point to the communities on the east of the ward.

South Cluster – Proposed Warding Patterns

The South Cluster extends from the southern boundary of the city centre (marked by the Mancunian Way) down to the Mersey Valley in the south, stretching east to west across the city's boundaries. Economically, the area continues to be a major driver of growth for the city and the wider Greater Manchester city region. Much of this growth is being driven by the Corridor Manchester Partnership along Oxford Road, which includes the city's two main universities (University of Manchester and Manchester Metropolitan University) and hospitals. This area already employs over 55,000 people with the workforce expected to have reached 77,000 by 2020. The expansion

of the corridor has come through new private sector investment as businesses locate close to the city's universities and a highly skilled graduate workforce.

The city's two main universities (University of Manchester and Manchester Metropolitan University) attracted approximately 71,000 students in 2014/15 (with the population recently returning to the levels seen before the tuition fees increase in 2012). Approximately 45,000 of these students lived in the city during 2014/15 - joined by a further 4,300 residing in Manchester but attending other universities in Greater Manchester. Students make up a large and important part of Manchester's population with the vast majority living within this cluster (and the city centre).

Students have traditionally lived in parts of south and central Manchester, principally along the Wilmslow Road corridor, with particularly high concentrations in parts of Fallowfield and Withington wards. However, a thriving quality apartment rental market and large bespoke student housing developments over the last decade have helped facilitate a northward shift towards the city centre and inner city.

The changing patterns of student living and rapidly increasing numbers of young professionals has facilitated an extension southwards of the city centre apartment market into this cluster including significant development in Hulme, Castlefield West, Ardwick and the Oxford Road Corridor.

The inner city neighbourhoods within this cluster (especially Moss Side, Longsight) have seen significant population growth and associated demographic and social change as large numbers of international migrants have been attracted due to a combination of cheaper housing, commercial space and established support networks. These wards have seen significant population growth without large scale residential development (reflected in the exceptionally low long term void rate) and are likely to move towards capacity during the period of this electoral review.

The city's suburbs located to the south of this cluster, including the neighbourhoods of Chorlton and Didsbury, represent some of the most successful and attractive parts of the city, with a renowned combination of quality housing, high performing schools and well maintained green space. This area is differentiated from the rest of the cluster by a predominance of owner occupied housing, with some private rented accommodation and pockets of social housing provision. The area provides some of the highest value land and property in Greater Manchester. However the area's population growth is largely constrained by limited future opportunities for residential development.

Despite being an area in exceptionally high demand, in the wards immediately to the south of the city centre with high student and young professional populations the electorate reflects an increasingly transient population where the most significant impact of Individual Electoral Registration (IER) has been felt. Coupled with a constrained residential development pipeline (especially within the southern suburbs) this has led to a relatively low electorate growth forecast in this cluster.

As a consequence, the proposed warding patterns have sought to respond to this by rethinking the number of wards in the South Cluster. It is therefore proposed that this cluster will consist of 16 wards rather than the current 17.

This will ensure the city is able to achieve electoral equality within each ward in this cluster in the period to 2022. To achieve this whilst creating wards that represent meaningful communities and make geographical sense, significant changes are proposed to the band of wards running from Chorlton in the west to Levenshulme and Gorton in the east of this cluster.

Ward 12 Hulme

Estimated Electorate (proposed boundary) 2015: 11,466 (-1% variance)

Forecast Electorate (proposed boundary) 2022: 13,300 (+2% variance)

The current ward works well and therefore the only proposed change is to provide a stronger boundary on the ward's eastern edge by bringing in the full extent of the University of Manchester's estate into the ward.

In the period since the last electoral review Hulme has seen significant new residential development, with a further 1,300 new homes expected to be delivered between now and 2022 (900 of which are currently on-site). The majority of these schemes are within the Castlefield West neighbourhood to the far north west of the ward (north of Chester Road).

Hulme's proximity to the city centre and comparative affordability has seen the area become an increasingly popular place to live for a new generation of city dwellers. Increasing numbers of students are also choosing to live in the area, attracted by the proximity to the university campuses (particularly the new Birley Fields campus located within the ward) and the lifestyle offer of the city centre. As such Hulme now has the third highest student population in the city.

This has been translated into an increasingly youthful demographic profile with high proportions of young professionals and students living primarily in private rented accommodation. However, despite the scale of expected residential development in Hulme and the associated number of residents aged 17+ to reach 18,250 by 2022, the transience of its young professional and student residents means the ratio between population and electorate will be lower than the city's more stable wards. Therefore electoral equality can be maintained by retaining the current Hulme ward boundary (with one minor change to ensure the full extent of the university estate is included within the Hulme administrative area).

Proposed Hulme Ward Boundary

The proposed Hulme ward borders the (proposed) Deansgate ward to the north along the hard boundary of the inner ring road (Mancunian Way). To the west the proposed ward is bordered by Trafford MBC and to the south with the proposed Moss Side and Whalley Range wards along Moss Lane East / West.

It is proposed that the current ward boundary is extended on the eastern boundary to Upper Brook Street, before cutting back in along Grafton Street and continuing to

follow the current ward's boundary. As such a number of additional university buildings alongside some residential developments are now included within the proposed ward, alongside those on the adjacent side of Oxford Road which were already included in the pre-existing Hulme ward.

Proposed Hulme Ward Characteristics

Hulme is a residential suburb situated less than one mile south of Manchester city centre. Hulme suffered from a period of decline in the 1970s and 1980s seeing increased levels of poverty, crime, unemployment and poor quality social housing stock. From 1991 onwards, Hulme has undergone a complete regeneration resulting in new homes, schools, businesses and retail outlets. As such large parts of the ward have now seen a return to the traditional street pattern with terraced housing.

The proposed ward includes a large number of community venues reflecting the ward's long-standing tradition of community cohesion; including Z Arts, Hulme Community Garden Centre, Zion Community Resource Centre, Moss Side Leisure Centre, local churches and Hulme Library. Shopping facilities (including a large superstore), food and beverage outlets and other amenities are located along Hulme High Street and three parks are located across the ward. The Hulme and St Georges neighbourhoods also include Trinity High School, the new Rolls Crescent Primary School and the Loreto Sixth Form College.

The Oxford Road Corridor runs through the eastern side of the ward providing a major bus and cycle route into the city centre. Princess Road is a major highway running through the middle of the ward, providing a route into the city or out to the M60 to the south. East-west connectivity within the ward is provided by minor roads and pedestrian routes, some of which traverse Princess Road.

Ward 13 Ardwick

Estimated Electorate (proposed boundary) 2015: 12,096 (+5% variance)

Forecast Electorate (proposed boundary) 2022: 13,630 (+5% variance)

The proposed Ardwick ward covers an established residential community on the edge of the city centre and is considered to work well. The area is divided by major orbital and radial routes (road and rail) into neighbourhoods with distinct local character including Ardwick Green, Brunswick, West Gorton, New Bank Street and Hathersage Road. The proposed ward is careful not to fragment the commonality between any of these coherent and well-connected communities.

The inclusion of the area to the north east of the current Moss Side ward covering a set of residential streets adjacent to Manchester Royal infirmary and Whitworth Park, moves residents into the ward who are already well connected to the southern end of the Oxford Road corridor.

The local housing market and demographic profile is being increasingly influenced by the city centre and the student market. Ardwick is home to the second largest student population in the city and these numbers are expected to increase as more students are attracted by the proposed wards proximity to both the university campuses and

the city centre. As with the neighbouring Hulme ward, this increase in student numbers and young professionals will not wholly translate into an increased electorate of the same size.

Proposed Ardwick Ward Boundary

The proposed ward borders the proposed Piccadilly ward to the North along the inner ring road (Mancunian Way) and the proposed Ancoats and Beswick ward to the East, along Ashton Old Road and the railway line. Once the railway line meets Pottery Lane it follows an orbital alignment which then forms a boundary with the (proposed) Longsight ward and part of Rusholme ward. The remainder of the boundary with the Rusholme ward follows Daisy Bank Road / Oxford Place until it meets Oxford Road.

At the same time as outlined in the Hulme ward (see Ward 12), it is proposed that a small section of the current Ardwick ward will be brought into the proposed Hulme boundary. This will mean a revised Ardwick boundary with Hulme which will go from Oxford Place across Moss Lane East (bordering Moss Side to the South), cut up along Lloyd Street before returning to Oxford Road and across to Upper Brook Street via Dilworth Street and Grafton Street.

Proposed Ardwick Ward Characteristics

Large parts of the proposed ward are undergoing major physical transformation and residential development with Grove Village PFI, Brunswick PFI and the West Gorton regeneration programme, in addition to new schools and health centres which have already been constructed.

The proposed ward's proximity to the city centre and Oxford Road Corridor means that many major services and facilities are provided outside of the boundaries. Nevertheless there are a wide range of amenities bring it's communities together including Ardwick Sports Centre, Nicholls Community Football Centre, Victoria Baths and a range of local parks, schools and health centres. Smaller service clusters can also be found on Brunswick Street, Upper Brook Street, Stockport Road and Hyde Road.

Ardwick's residential neighbourhoods benefit from close proximity to the city's major employment centres in the city centre and the Oxford Road Corridor. The Space Project in West Gorton offers a small but vibrant location for the creative and cultural industries sector.

Ardwick is bounded by major roads, including the Intermediate Ring Road to the east, Upper Brook Street to the west and the inner ring road to the north. There are rapid transport links to the city centre, via a number of major bus routes, national rail from Ardwick station or cycling along the Oxford Road corridor to the south west of the ward. Several other major roads run through the middle of the ward providing access to and from the city centre by car.

Ward 14 Moss Side

Estimated Electorate (proposed boundary) 2015: 12,433 (+8% variance)

Proposed Electorate (proposed boundary) 2022: 13,686 (+5% variance)

The proposed Moss Side ward is an inner-city area situated just two miles south of the city centre. It is a vibrant and multicultural ward with longstanding Afro-Caribbean and South Asian populations whilst there has also been a recent increase in residents from other communities, including those from Somalia and Eastern Europe.

Since the last electoral review in 2002 Moss Side's population and electorate has grown at a significantly faster rate than the city average, driven by high levels of inward migration alongside substantial redevelopment and regeneration. This includes major housing projects including Maine Place (on the site of the former Manchester City F.C. Maine Road stadium) which will add 300 residential units.

To align the ward's boundaries more closely to the area traditionally known as Moss Side, it is proposed that the residential area to the west of Wilmslow Road within the current Rusholme ward (bounded by Platt Lane to the south and Great Western Street to the north) is moved into the proposed Moss Side ward. At the same time, north of Moss Lane East, it is proposed that Whitworth Park and a small number of surrounding residential streets will be moved into the proposed Ardwick ward (see ward 13).

These changes act to strengthen the wards north and eastern boundaries and provide the most effective representation for the areas strong and well-connected communities. At the same time, it is proposed that the residential area to the south of Claremont Road and north of Parkside Road (bound by Lloyd Street South to the east), and adjacent to Alexandra Park is moved from the current Moss Side ward to the proposed Whalley Range ward (see ward 15).

Proposed Moss Side Ward Boundary

Moss Lane East now provides a clear hard northern boundary across the full extent of the proposed ward. The proposed wards western boundary is formed along east side of Withington Road before cutting along Yarburgh Street and Claremont Road along the northern boundary of Alexandra Park.

Crossing Princess Road, the proposed wards southern boundary with the proposed Whalley Range and Fallowfield Wards continues along Claremont Road before cutting down Lloyd Street South. From here it follows Hart Road, the south side of Horton Road, Worthing Street and Parkfield Street before joining Oxford Road to form the wards eastern boundary.

Proposed Moss Side Ward Characteristics

The built environment of the proposed Moss Side ward is broadly characterised as a high-density residential area. The Old Moss Side neighbourhood at the centre of the ward includes mainly Victorian and Edwardian terraces, with some new build development to the south and west.

Princess Road offers a range of local shops, which continue along Claremont Road whilst Oxford Road, on the proposed ward's eastern boundary is home to many

restaurants and cafes. The area also has a number of primary schools including the Claremont Primary School, St Marys C of E, Our Lady's RC, Heald Place and the new Divine Mercy Roman Catholic, on the site of the former 'Maine Road' Manchester City Football Club stadium.

Moss Side is situated on the doorstep of the University of Manchester and Manchester Metropolitan University, as well as Manchester Royal Infirmary and Manchester Children's Hospital and the Moss Side Sports and Leisure Complex which was upgraded for the 2002 Commonwealth Games.

Moss Side has good transport links with major roads to the north, east and west. Princess Road and further to the east the Oxford Road corridor offers regular bus services into the city centre. The road network within the largely residential ward is mainly made up of quiet minor roads allowing for pedestrian and cycle travel.

Ward 15 Whalley Range

Estimated Electorate (proposed boundary) 2015: 10,121 (-12% variance)

Forecast Electorate (proposed boundary) 2022: 12,287 (-6% variance)

The proposed ward seeks to extend the boundaries of the current Whalley Range ward to the south east to take in the residential neighbourhood on the far western edge of the current Fallowfield ward (north and south of Wilbraham Road) and two schools (William Hulme's Grammar School and Whalley Range High School). These are areas and assets which are locally considered to be part of the Whalley Range neighbourhood.

The changes proposed to the south west of the boundary will see Chorlton Park incorporate the St Werburgh's Road neighbourhood (see ward 17) and Chorlton incorporate the Manley Park neighbourhood (see ward 16). This covers the area of the current boundary to the east of Egerton Road North, bound by the Fallowfield Loop cycle route to the south and College Road to the North.

The St Werburgh's Road and Manley Park neighbourhoods have seen significant social and demographic change since the last review linked to the rapid growth of nearby Chorlton and intense demand within the local housing market and the profile of these communities are now closer to that of Chorlton.

In addition, it is proposed that Whalley Range's borders extend to the east opposite Alexandra Park to take in the residential area to the south of Claremont Road and north of Parkside Road (bound by Lloyd Street South to the east) from the current Moss Side ward (see ward 14). This area is expected to see significant new residential development with new homes, both family houses and apartments, planned for the former Stagecoach Bus Depot on Bowes Street.

All the proposed changes to the Whalley Range boundaries seek to deliver effective representation for a strong and clearly defined Whalley Range community.

Proposed Whalley Range Ward Boundary

Moss Lane West and Upper Chorlton Road continue to form the proposed ward's boundary with Trafford MBC to the west. However following the transfer of the St Werburgh's Road and Manley Park areas into the proposed Chorlton Park and Chorlton wards, the South West boundary now follows along College Road, the perimeter of the British Muslim Heritage Centre, Granville Avenue, Desford Avenue, Brantingham Road and Withington Road before meeting along the Fallowfield Loop.

The south east border to the proposed Fallowfield ward now follows the clear hard boundary of the Princess Parkway, before cutting east along Parkside Road and north up Lloyd Street South. The northern extent of the proposed ward follows Claremont Road across Princess Road and along the northern perimeter of Alexandra Park before heading along Yarburgh Street and up Withington Road.

Proposed Whalley Range Ward Characteristics

The proposed ward is characterised by large family homes and tree-lined streets. The ward has also seen the conversion of many homes into flats introducing new younger communities to the area. Conversely, the number of student households has slowly decreased over the last 5 – 10 years as the student population has migrated towards the core of the conurbation.

Parts of the proposed ward falls into a Conservation Area with specific historic or architectural qualities including the listed British Muslim Heritage Centre. Alexandra Park, on the eastern flank of the proposed ward, is one of the oldest parks in Manchester and has recently been regenerated with over £4m of investment.

Shopping facilities, food and beverage outlets and other amenities are located on Withington Road or along Upper Chorlton Road. There are a number of primary and secondary schools in the proposed ward, with the addition of William Hulme's Grammar School and Whalley Range High School as part of the boundary adjustments.

Bounded by Manchester Road to the north-west and the arterial Princess Road to the east, Whalley Range is a largely residential ward, with a limited number of major roads running through it. A network of quieter roads can be used to travel by car, bicycle or on foot within the ward.

Ward 16 Chorlton

Estimated Electorate (proposed boundary) 2015: 12,384 (+7% variance)

Forecast Electorate (proposed boundary) 2022: 13,274 (+2% variance)

As one of the strongest and most distinctive neighbourhoods in Manchester, Chorlton has played a major part in the success of South Manchester. Intense demand for housing has seen residential sales volumes increasing and average sales prices exceed the citywide market peak. With few opportunities to develop new build housing, there is evidence that this has had a ripple effect on the areas surrounding Chorlton – most notably in Chorlton Park and Whalley Range.

The proposed new Chorlton boundary will see the ward incorporate the Manley Park neighbourhood currently within the Whalley Range ward. This neighbourhood has seen significant social and demographic change since the last review, bringing the profile of its community closer to that of the existing Chorlton neighbourhoods. This area has become an extension to the wards residential offer and there now remains no clear distinction with the rest of the ward.

The proposed boundary ensures that the full extent of the Chorlton Green and Chorltonville conservation areas are retained within the Chorlton boundary.

It is also proposed to move a small area of housing to the west of Barlow Moor Road from the current Chorlton ward to the proposed Chorlton Park ward (see ward 17), recognising that there are many shared characteristics between the Chorlton and Chorlton Park wards in this area.

The proposed ward boundary is careful not to fragment the commonality between any of these coherent and well-connected communities whilst at the same time providing effective representation.

Proposed Chorlton Ward Boundary

The western extent of the proposed ward boundary continues to follow the Trafford MBC boundary from Jacksons Bridge in the south to the junction of Upper Chorlton Road and College Road in the north.

The proposed eastern boundary now follows College Road, the perimeter of the British Muslim Heritage Centre and Brantingham Road before cutting down Egerton Road North to Wilbraham Road. This sees Chorlton incorporate the Manley Park area to the west of the current Whalley Range ward (to the east of Egerton Road North and bound by the Brantingham Road to the south and College Road to the North).

It is also proposed that a small area of housing to the west of Barlow Moor Road will move from the current Chorlton ward into the proposed Chorlton Park ward. As a result, from Wilbraham Road the proposed boundary now runs south to the rear of Brundrett's Road, before heading east along High Lane and south down Cross Road. On meeting Beech Road the proposed boundary runs east before heading south to the rear of Reeves Road where it then follows the perimeter of the Chorltonville Conservation area (which is formed to the rear of South Drive).

Proposed Chorlton Ward Characteristics

The proposed ward shares with Chorlton Park one of the busiest district centres in the city, with numerous independent shops, restaurants and licensed premises along Barlow Moor Road and other adjacent streets. The critical mass of core retail, and major public employers are focused around the 'Four Banks' crossroad with Barlow Moor Road / Wilbraham Road (including the Chorlton Precinct). The proposed ward is also home to a range of independent shops and cafes centred on Beech Road.

Across the rest of the ward there is a range of public amenities and services including Chorlton Library and Chorlton Health Centre. Primary schools within the ward boundary include Chorlton C of E, Brookburn, Oswald Road and St John's.

Chorlton benefits from two Metrolink connections to the city centre via Chorlton and St. Werburgh's Road stations. Manchester Road provides a highway link to the city centre, including a cycleway, and merges into Barlow Moor Road to the south, which links to neighbouring wards and the M60. Chorlton is also connected to the Fallowfield loop offering an off-road cycle route to neighbouring wards.

Ward 17 Chorlton Park

Estimated Electorate (proposed boundary) 2015: 12,846 (+11% variance)

Forecast Electorate (proposed boundary) 2022: 13,156 (+1% variance)

Chorlton Park is a popular residential area which following the proposed changes to the ward boundary would consist of the Merseybank and Nell Lane estates alongside the Sandy Lane and St Werburgh's Road neighbourhoods.

The proposed new Chorlton Park boundary will see the ward incorporate the St Werburgh's Road neighbourhood currently within the Whalley Range ward. This neighbourhood has seen significant social and demographic change since the last review, bringing the profile of its communities closer to that of the existing Chorlton Park neighbourhood of Sandy Lane to the south. These neighbourhoods, previously divided by the boundary of the Fallowfield Loop cycle pathway, have been brought together by a new Metrolink station at St Werburgh's Road connecting both communities with the city centre and the rest of South Manchester.

It is proposed to move a small area of housing to the west of Barlow Moor Road from the current Chorlton ward to the proposed Chorlton Park ward. This area shares many characteristics with the area east of Barlow Moor Road, which is already located within Chorlton Park ward.

It is proposed that the Burton Road neighbourhood within the current Chorlton Park ward is to be moved into proposed West Didsbury ward (Ward 19). This change seeks to address the split Burton Road community from the city's last electoral review, bringing a neighbourhood back into West Didsbury which is currently divided from the remainder of Chorlton Park by the hard physical boundary of Princess Road (see Ward 19 for further details).

The proposed changes to Chorlton Park have been developed to best recognise the area's neighbourhoods and provide the most effective representation for the areas physically and culturally connected communities.

Proposed Chorlton Park Ward Boundary

The proposed Chorlton Park ward's northern boundary with Whalley Range follows the Fallowfield Loop cycle pathway from Princess Road before cutting up Withington Road and along Bratingham Road before heading down Egerton Road North to Wilbraham Road. This sees Chorlton Park incorporate the St Werburgh's Road area to the south of the current Whalley Range ward.

It is also proposed that a small area of housing to the west of Barlow Moor Road will move from the current Chorlton ward into the proposed Chorlton Park ward. As a result, from Wilbraham Road the proposed boundary with Chorlton now runs south to the rear of Brundrett's Road, before heading east along High Lane and south down Cross Road. On meeting Beech Road the proposed boundary runs east before heading south to the rear of Reeves Road where it then follows the perimeter of the Chorltonville Conservation area (which is formed to the rear of South Drive).

The proposed ward boundary now follows Princess Road along the full extent of its eastern boundary and the Mersey Valley continues to form a hard boundary to the south with Trafford MBC and the Northenden Ward.

Proposed Chorlton Park Ward Characteristics

The ward is characterised by its quality open spaces, from Chorlton Water Park, designated as a local nature reserve to 'Green Flag' awarded neighbourhood parks and Hough End playing fields containing the new Leisure Centre. Southern Cemetery, the largest cemetery in the UK, is located in the ward and there are two large secondary schools, Chorlton High and Loretto High School within the proposed boundary.

The proposed ward shares with Chorlton ward one of the busiest district centres in the city, with numerous independent shops, restaurants and licensed premises along Barlow Moor Road and other adjacent streets. There are a number of local shopping parades, including those along Barlow Moor Road and Mersey Bank Avenue.

The proposed Chorlton Park ward is bound by Princess Road to the east and the River Mersey to the south. The middle of the ward is crossed by Barlow Moor Road and Mauldeth Road West. Metrolink to the city centre can be accessed across the ward at St. Werburgh's Road and Withington stations. The extensive area of green space to the south west of the ward can be accessed by numerous foot and cycle paths.

Ward 18 Old Moat

Estimated Electorate (proposed boundary) 2015: 12,146 (+5% variance)

Forecast Electorate (proposed boundary) 2022: 12,930 (-1% variance)

The existing Old Moat ward is an established residential neighbourhood considered to work well. The proposed ward sees a small additional residential area around Central Road brought into the wards boundary, which strengthens the boundary along the Metrolink line and Palatine Road Corridor.

Traditionally the ward has had a large and transient student population, the majority of who attend the two main universities in the City. Recently this population has become dispersed within the ward as the city's students increasingly look towards core of the conurbation for their accommodation offer. There however remain significant concentrations close to Wilmslow Road and around Old Moat Park.

Proposed Old Moat Ward Boundary

The new proposed ward now follows clearly identifiable boundaries around the entirety of its perimeter. To the North, Old Moat's boundary with the proposed Fallowfield ward continues to follow the Fallowfield Loop cycle pathway.

The anticipated eastern boundary with the proposed Withington and Didsbury West wards remains a hard border with Wilmslow Road / Palatine Road corridor. Similarly on the western flank of the proposed ward the boundary is formed by Princess Road which forms the border with Chorlton Park ward.

Following the addition of the Central Road area, the full extent of the proposed ward's southern boundary (with the proposed Didsbury West ward) now follows the Metrolink tram line.

Proposed Old Moat Ward Characteristics

The proposed Old Moat ward constitutes a mix of housing from the large 1920's built Old Moat housing estate to the older Victorian terraces, villas and listed buildings. The area is served by Old Moat Primary School and Old Moat Park, with Hough-End Playing Fields and Leisure Centre placed just on the proposed wards eastern boundary.

Withington District Centre known locally as "Withington Village" is an historic area with many listed buildings located within it. The village services both the proposed Old Moat and Withington ward and is located along the ward's Wilmslow Road boundary. The village caters for a variety of residents and visitors with a range of traditional shops alongside newer restaurants, takeaways, coffee shops, banks, bars and pubs.

Old Moat is a largely residential ward, with an internal network of mainly minor roads. The ward is bounded by Princess Road to the west, providing convenient access to the city centre and M60 by car. Wilmslow Road bounds the ward to the east, providing a major bus and cycle route to the city centre, whilst the Fallowfield loop cycle route traces the northern edge of the ward.

Ward 19 Didsbury West

Estimated Electorate (proposed boundary) 2015: 12,398 (+7% variance)

Forecast Electorate (proposed boundary) 2022: 13,480 (+3% variance)

The proposed Didsbury West ward is a popular residential area that lies approximately 4 miles south of the city centre on the north bank of the River Mersey. It is part of a wider suburban area of Manchester known as Didsbury, which has developed up around the areas of East Didsbury, West Didsbury and Didsbury Village (which connects the two areas).

The proposals bring the area of West Didsbury currently in the Chorlton Park ward, between Burton Road and Princess Road back into the ward. This area is identified locally as being part of West Didsbury and shares a host of local services along the areas vibrant local centre on Burton Road. There remains no clear difference in the interests and identify of the residents in both these neighbourhoods, where there remains a similar demographic, economic and social profile. This in turn has allowed

the proposed boundary to strengthen its western border along the hard physical boundary of Princess Road

Intense demand for housing in this area has seen residential sales volumes increasing and average sales prices exceed the citywide average. The existing stock is therefore at capacity and with few opportunities to develop new build supply, the existing ward is therefore unlikely to increase its overall electorate.

Proposed Didsbury West Ward Boundary

The majority of the proposed Didsbury West ward boundary remains the same, following the Mersey along the southern boundary with the proposed Northenden ward and Ford Lane / Wilmslow Road along the eastern boundary with the proposed Didsbury East ward. To the north the proposed boundary with the proposed Withington and Old Moat wards starts in the north easterly corner along Oak Road before cutting down along Palatine Road to meet the Metrolink line which makes up the remainder of the border along to Princess Road.

The addition of the Burton Road neighbourhood (bounded by Princess Road, Barlow Moor Road, Burton Road and the Metrolink line) into the proposed Didsbury West ward now allows the ward to form a new western border with proposed Chorlton Park ward, following the clearly identifiable hard boundary provided by Princess Road.

Proposed Didsbury West Ward Characteristics

The Burton Road neighbourhood being added into Didsbury West also includes part of the Burton Road district centre which is at the heart of the West Didsbury community and is part of the Albert Park conversation area. This conservation area covers much of the rest of West Didsbury and places planning restrictions on development, alterations to buildings and pruning of trees.

The Albert Park conservation area is principally an area of housing but also includes a district shopping centre on Burton Road, a smaller group of shops on Barlow Moor Road, schools, public houses and a number of churches. The Burton Road district centre in West Didsbury is renowned for its independent shops, restaurants and bars whilst Didsbury Village, shared with the proposed Didsbury East ward, is also a thriving district centre consisting of restaurants, pubs, and shops.

Across the rest of the ward there remains a host of local services including a number of primary schools, the Manchester College Fielden Park Campus, Didsbury Library and Withington Community Hospital.

Princess Road bounds the ward to the north-west connecting directly to the M60. There is access to a major bus and cycle route on Wilmslow Road, which bounds the east of the ward. The Metrolink line forms the northern boundary and also provides a city centre link via Burton Road and West Didsbury stations. A footpath runs along the Mersey River to the south, which can be used the access green spaces and neighbouring wards.

Ward 20 Withington

Estimated Electorate (proposed boundary) 2015: 11,971 (+4% variance)

Forecast Electorate (proposed boundary) 2022: 12,774 (-2% variance)

The existing Withington ward is considered to work well as an established residential neighbourhood with a mix of family housing and concentrations of students closer to the Wilmslow Road corridor. The proposed addition of the residential neighbourhood to the north of Parkville Road slightly increases the electorate whilst strengthening the wards southern boundary along Fog Lane Park.

Traditionally the ward has had a large and transient student population, the majority of who attend the two main universities in the city. Recently this population has become increasingly dispersed in the south of the city as the city's student's look towards core of the conurbation for their accommodation offer. This has been particularly noticeable in parts of Withington (particularly the South and East of the ward), whilst pockets of dense student populations remain north of Mauldeth Road, particularly along the Wilmslow Road corridor.

In the area to the north of Parkville Road, which is the proposed new southern portion of the ward, there no longer remains a significant concentration of student lettings and a transition to family housing is underway. There is affordable semi-detached housing stock (compared to other areas of the city's southern suburbs) popular with first time buyers and young families. These families are looking to stay and lay down roots over the long term attracted by the high quality accommodation; local amenities; the quality of life; and proximity to key employment hubs and the motorway network.

The current Withington ward is the fifth smallest ward in the city in terms of electorate at 9% below the average and is forecast to fall to 13% below the city's ward average by 2022 (beyond the permitted variance allowed by the commission). In order to stabilise the electorate, the Withington ward needs to increase in size and take on additional electors.

Proposed Withington Ward Boundary

The proposed ward boundary continues to border the Fallowfield ward to the North along Fallowfield Loop cycle pathway, with the western limit (with proposed Old Moat ward boundary) clearly delineated by Wilmslow Road / Palatine Road corridor. The eastern boundary with the proposed Burnage ward follows the Manchester Airport railway line and a small stretch of Parrswood Road, taking in Ladybarn Park and Primary School.

As such the proposed Withington ward is largely the same as the current boundary, with the addition of a small number of residential streets to the south of ward close to Fog Lane Park and Withington Hospital. This has been achieved by moving the boundary with Didsbury East slightly further south to take in everything north of Parkville Road.

Proposed Withington Ward Characteristics

The proposed ward now covers one coherent residential neighbourhood (bounded primarily by the Manchester Airport Railway line to the east and the Wilmslow Road corridor to the West) and a busy district centre, known locally as Withington Village. This acts as a focal point for the areas community with a strong leisure and service offer. Several public houses, restaurants, cafés and listed buildings can be found in the village.

Across the rest of the proposed ward there are a number of local amenities including a number of supermarkets, schools and Ladybarn Park. The Christie Hospital also lies in the far South West corner of the proposed ward. This is one of the largest cancer treatment centres in Europe and a key employment hub for the area.

The east and west boundaries of Withington both provide convenient public transport links into the city centre, via a railway station at Mauldeth Road and the bus and cycle route on Wilmslow Road. An off-road cycle route is provided by the Fallowfield loop, bounding the north edge of the ward. The interior of the ward is made up of largely minor roads helping to connect residential areas.

Ward 21 Didsbury East

Estimated Electorate (proposed boundary) 2015: 12,354 (+7% variance)

Forecast Electorate (proposed boundary) 2022: 12,934 (-1% variance)

The proposed Didsbury east ward is a popular residential area with the highest levels of owner occupation in the city. It is part of a wider suburban area of Manchester known as Didsbury, which has developed up around the areas of East Didsbury, West Didsbury and Didsbury Village (which connects the two wards).

Intense demand for housing in this area has seen residential sales volumes increasing and average sales prices exceed the citywide average. The existing stock is therefore at capacity and with few opportunities to develop new build supply, the existing ward is unlikely to significantly increase its overall population, although there is evidence that this has had a ripple effect on the areas surrounding the ward, especially the south west of the current Burnage Ward.

The proposed ward boundary sees Didsbury East incorporate the set of residential streets either side of the Manchester Airport railway line (south of Westcroft Road and west of the A34 Kingsway) and a small area of housing to the south of the Lane End Road which forms the city's boundary with Stockport MBC. This area has seen significant social and demographic change since the last review, bringing the profile of these communities closer to that of the existing Didsbury neighbourhoods. These areas have become an extension to the wards residential offer, with much of the areas social housing brought into the open market through right to buy and there now remains no clear distinction between them and the rest of the ward.

At the same time part of the existing Didsbury East ward to the north of Fog Lane Park (bounded by Parkville Road) has been added to the proposed Withington ward. Parkville Road and Fog Lane Park provide a much more identifiable feature to divide these wards to the north.

Proposed Didsbury East Ward Boundary

The proposed changes mean the wards northern boundary with Withington now follows Parkville Road, whilst the boundary with the proposed Burnage while now follows Westcroft Road (see Ward 20) before cutting down Kingsway and then east along Fog Lane. The proposed ward's boundary with Stockport to the east is now slightly extended and comprises of a short section of Fog Lane, the perimeter of the

supermarket car park and adjacent green space, before cutting in south and west along Heaton Mersey common and Burnage Lane down to the River Mersey.

The Mersey valley forms the remainder of the proposed ward's boundary with Stockport and the entirety of the southern boundary with the proposed Northenden ward. The boundary with the Didsbury West remains the same along Stenner Lane and Wilmslow Road.

Proposed Didsbury East Ward Characteristics

The proposed Didsbury East ward now covers a much more significant stretch of the city's boundary with Stockport MBC, running up to the edge of Heaton Mersey Common. This means the ward now covers both Burnage and East Didsbury train stations which provides a rail link to Manchester Piccadilly and Manchester Airport.

Wilmslow Road continues to form the western boundary of Didsbury East, providing a major bus and cycle route into the city centre. Kingsway (A34) now runs down the eastern edge of the ward giving direct access to the M60 and into the city centre. A Metrolink route to the city centre can be accessed via Didsbury Village and East Didsbury stations. To the south, footpaths provide access to green space at Millgate Fields and on to the River Mersey.

The ward's communities are brought together through the thriving district centre known as Didsbury Village consisting of restaurants, pubs, and shops. Parrs Wood Entertainment centre is also located within East Didsbury which consists of a gym, cinema, bowling alley and restaurants. With the proposed changes to the ward boundaries there is an additional, but smaller, district centre located on Fog Lane around Burnage Train station.

Parts of the ward are on the northern bank of the River Mersey and there are three large parks including Fog Lane Park plus Fletcher Moss Park and Didsbury Park which have both been awarded Green Flag status. Centred on the historic core of Didsbury is a conservation area known as Didsbury St James. Within this area is the greatest concentration of listed buildings in Manchester, outside of the city centre.

Ward 22 Burnage

Estimated Electorate (proposed boundary) 2015: 12,315 (+7% variance)

Forecast Electorate (proposed boundary) 2022: 13,272 (+2% variance)

The proposed Burnage ward covers parts of existing Burnage and Levenshulme wards. In common with surrounding wards within the city's southern suburbs, there are very few opportunities in this area to develop new build housing over the next 6 years, with Burnage set to deliver a maximum of 150 units and neighbouring Levenshulme just 65, meaning there will be limited growth in the electorate in this area by 2022.

The proposed Burnage boundary allows the city to redefine the Levenshulme boundary addressing issues regarding community identity and representation (see

ward 27). To achieve this the area to the south of Albert Road / Moseley Road (bound by the Manchester to Buxton Railway line to the east) would be brought into the proposed Burnage ward. This community is well connected to the existing Burnage neighbourhoods by the A34 Kingsway corridor and a number shared service clusters (along Burnage Lane, Mauldeth Road, Green End Road and Kingsway)

In addition the proposed changes see the movement of some of the current Burnage ward comprising a set of residential streets either side of the Manchester Airport railway line (south of Westcroft Road and west of the A34 Kingsway) and a small area of housing to the south of the Lane End Road which forms the city's boundary with Stockport MBC (see ward 21) to the proposed Didsbury East ward.

Proposed Burnage Ward Boundary

To border to the proposed ward means the southern boundary with the proposed Didsbury East ward now follows Lane End Road and a short section of Fog Lane before cutting up the Kingsway dual carriageway and west along Westcroft Road to Fog Lane Park.

The proposed boundary to the west with the Withington ward remains the same, following Parrs Wood Road north before cutting around Ladybarn primary school and following the hard boundary of the railway line all the way up to the proposed Fallowfield ward. Here the proposed north western boundary cuts across to Kingsway again and follows Moseley Road / Albert Road before cutting down the railway line, Alma Road, Errwood Road and the perimeter of Cringle Fields which forms a clear boundary with the proposed Levenshulme ward. The ward's boundary to the south west with Stockport MBC remains unchanged.

Proposed Burnage Ward Characteristics

The proposed ward covers a cohesive residential area bounded by the Manchester Airport railway line to the west, the Manchester-Buxton railway line to the east and the Stockport MBC border to the south. Kingsway (A34) runs down the westerly edge of the ward providing direct access to the M60 and into the city centre

Although the ward does not have a clearly defined district centre, there are a number of smaller service clusters which bring the area's different communities together. These are located along Burnage Lane, Mauldeth Road, Green End Road and Kingsway.

The proposed ward has significant social housing stock but has benefited from a number of private housing developments since the last electoral review which increased the supply of modern and attractive accommodation. Demand for property is high, with a good range of family housing at a range of price points. It is also a very green area, with many tree lined avenues, green open spaces and nearby parks.

The proposed ward is also home to Green End and St Bernard's RC primary schools and two secondary schools - Burnage Media Arts College and Levenshulme High School.

Ward 23 Fallowfield

Estimated Electorate (proposed boundary) 2015: 12,047 (+4% variance)

Forecast Electorate (proposed boundary) 2022: 13,237 (+2% variance)

The changes proposed to the Fallowfield ward focus on addressing the current divided communities either side of Princess Road and Wilmslow Road, whilst at the same time strengthening the wards western boundary. It also ensures effective representation of the area's communities.

Fallowfield is a diverse neighbourhood with traditional family housing (including significant amounts of social housing to the north and south of Platt Lane) alongside well established student and young professional populations. The area covered by the proposed ward includes a large and transient student population, meaning the ratio between population and electorate will be lower than the city's more stable wards.

This student population is primarily concentrated to the east of the ward in the Manchester University Owens Park Campus and private dense terraced housing either side of the Wilmslow Road corridor including Fallowfield Brow and the residential area around Braemar and Brailsford Road which is currently part of the Levenshulme Ward. The proposed ward seeks to address the split between these primarily student residential neighbourhoods, well connected by their proximity to the Manchester University Campus and Wilmslow Road.

The proposed ward boundary also seeks to strengthen the wards western boundary, providing a clear hard border with the proposed Whalley Range ward along Princess Road. This addresses the current divide in the neighbourhoods located to the west of Princess Road (north and south of Wilbraham Road) which considers itself locally to be part of Whalley Range and brings these communities together under the newly defined Whalley Range ward (see ward 15)

Proposed Fallowfield Ward Boundary

The proposed Fallowfield ward boundary now includes a small area of dense terraced housing around Braemar and Brailsford Road (currently within the Levenshulme Ward) alongside the full extent of the University of Manchester's Fallowfield campus

The proposed western boundary now runs along Princess Road along the boundary with the proposed Whalley Range ward, with the southern extent following the former railway line known locally as the "Fallowfield Loop". The eastern edge of the proposed ward follows the A34 Kingsway north before cutting in along the boundary of the Fallowfield retail park and the Manchester University Owens Park campus.

From here it follows the perimeter of Platt Fields Park along Wilmslow Road and Platt Lane before re-joining Princess Road via Parkfield Street, Worthing Street, the south side of Horton Road, Hart Road, Lloyd Street South and Parkside Road (forming a boundary with Moss Side).

Proposed Fallowfield Ward Characteristics

The proposed ward is bisected east–west by Wilmslow Road and north–south by Moseley Road and Wilbraham Road which form a common framework around which the ward is brought together. Platt Fields Park also has a significant presence in the centre of the ward, which is home to Platt Hall and a large lake. The park also includes various other amenities and community projects for residents including sports fields, cycle pathways, a skate park and the Platt Fields Bike Hub.

Fallowfield's District Centre runs along Wilmslow Road and acts as a focal point for the communities to the east and west of the ward (especially the ward's large student population). It has primarily developed as a vibrant centre known for its night time economy and as a hub for student activity but there are also a range of shops and other amenities for local residents.

In the rest of the proposed ward there are a number of state and private schools (including Manchester High School for Girls, and Wilbraham Primary School), Fallowfield Library is located in Fallowfield Triangle on Platt Lane and the proposed ward also includes the University of Manchester's Armitage Centre is located behind Owens Park and is open to the public.

To the south, Fallowfield is bounded by the Fallowfield Loop, a strategic east west off road cycleway and footpath linking neighbourhoods in South Manchester. Wilmslow Road runs through the middle of the ward, which provides a major bus and cycle route, merging into the Oxford Road to the north. The major arterial route of Princess Road bounds Fallowfield to the west. Residential areas to the east and west of the ward have easy access by foot to the green space of Platt Fields Park.

Ward 24 Rusholme

Estimated Electorate (proposed boundary) 2015: 11,807 (+2% variance)

Forecast Electorate (proposed boundary) 2022: 12,691 (-3% variance)

The proposed Rusholme ward redefines its boundaries in order to improve its community coherence and continues to ensure effective representation of the area's communities.

Rusholme's connectivity with the city centre has seen the area become an increasingly popular place to live for a new generation of city dwellers. Increasing numbers of students are choosing to live in the area (3,817 in 2014/15), attracted by the proximity to the university campuses and the lifestyle offer of the city centre. Traditionally the area has also acted as a reception area for many of the city's new arrival communities, resulting in significant diversity but also high levels of transience within the population. This has come together to produce a ratio between population and electorate lower than the city's more stable wards

The proposed new Rusholme boundary brings into the ward the full extent of the Victoria Park Estate (including the residential area currently within the Longsight ward - bounded by Dickenson Road to the south, A34 Anson Road to the West and A6 Stockport Road to the East). At the same time this addresses the split in Victoria Park neighbourhood from the last electoral review, bringing together the communities on both sides of Anson Road.

The proposed changes will also bring the entirety of the Victoria Park conservation area into Rusholme, aside from a small row of homes to the north of Daisy Bank Road (which acts to provide a clear boundary to the north with Ardwick)

Proposed Rusholme Ward Boundary.

The proposed eastern boundary of the new Rusholme ward runs in its entirety along Wilmslow Road. The south western boundary with Moss Side remains almost the same; it cuts in along Old Hall Lane, transferring Ashburne Hall to the proposed Moss Side Ward, re-joins the current ward boundary along Redshaw Close, Chancellors Way, the perimeter of Manchester University Athletic Ground and the perimeter of the Fallowfield Retail Park before joining the A5079 Slade Lane.

From Slade Lane the proposed eastern boundary now cuts in along Old Hall Lane, following Beresford Road before cutting out again along Dickenson Road before following St Johns Road up to the A6 and the north east corner of the proposed ward. The proposed Northern boundary now follows Daisy Bank Road / Oxford Place from the A6 to Wilmslow Road.

Proposed Rusholme Ward Characteristics

Rusholme is a cosmopolitan residential inner-city area containing a mixture of back to back terraced housing stock and larger residential properties in the Victoria Park and Anson neighbourhoods.

Rusholme is known for its 'Curry Mile' which runs along Wilmslow Road and has a national and international profile. This has a strong focus on the evening economy and restaurant trade and as such performs differently from other district centres around the city. A host of local shops and services can also be found along Dickenson Road and Wilmslow Road.

The extended Victoria Park area within the north east corner of the proposed ward is more suburban with larger houses often set out in spacious grounds and wide roads with grass verges. There are a significant number of listed buildings within the Victoria Park conservation area including the Grade I listed Edgar Wood Centre.

Wilmslow Road, merging into Oxford Road, runs along the eastern boundary of the proposed Rusholme ward, providing regular bus services and a major cycleway into the city centre. The A34 and the Intermediate Ring Road run through middle of the ward from north to south and east to west respectively. These roads provide connectivity to the city centre and to routes out of Manchester and a number of pedestrian crossings help to avoid these roads severing the wards residential areas.

Ward 25 Gorton and Abbey Hey

Estimated Electorate (proposed boundary) 2015: 12,832 (+11% variance)

Forecast Electorate (proposed boundary) 2022: 13,704 (+5% variance)

The proposed changes to the Gorton and Abbey Hey ward seek to ensure that the ward effectively represents a number of different communities based on coherent and meaningful boundaries.

The major roads and railway lines running through the wider Gorton area have resulted in some communities feeling physically isolated from their neighbouring

residential areas. The proposed new boundary seeks to use the railway line to the south to strengthen the wards southern boundary, bringing the previously split Ryderbrow and Sunny Brow neighbourhoods back together under one ward. It is also proposed that the Debdale neighbourhood becomes part of the Gorton and Abbey Hey ward, which is an area already well connected with the rest of the ward along the A57 corridor.

It is also proposed that the residential areas to the north of Kirkmanshulme Lane and to the south of the Belle Vue Sports Village within current Gorton and Abbey Hey ward are incorporated into the newly proposed Longsight Ward (see ward 26). This provides each ward with a strong clear boundary and also brings together a coherent sets of well-connected communities.

Proposed Gorton and Abbey Hey Ward Boundary

The northern boundary to the proposed Gorton and Abbey Hey ward continues to be formed by the Manchester Piccadilly to Guide Bridge railway line. The full eastern boundary remains the city's border with Tameside MBC, with the Intermediate Ring Road (A6010 Pottery Lane) forming a hard boundary to the western extent of the ward. It is anticipated that the wards southern boundary with the proposed Longsight ward (see Ward 26) will now follow the A57 Hyde Road before incorporating the Belle Vue Sports Village up to Belle Vue railway station. The remainder of the wards southern boundary will follow the Manchester Piccadilly to Sheffield railway line.

Proposed Gorton and Abbey Hey Ward Characteristics

The proposed Gorton and Abbey Hey ward is a mainly residential area about 3 miles east of the city centre. The housing stock is mainly terraced and is a roughly equal mix of social rented homes, properties in private ownership and private rented. There are three primary schools in the Ward (Abbey Hey, St Francis RC and St James CofE) and one secondary school, Wright Robinson Sports College. Wright Robinson is one of the best resourced schools in the UK with state-of-the-art facilities including a swimming pool, fully equipped gym and sports halls, all available for community hire.

The ward is also home to Belle Vue Sports Village including the National Basketball Centre and Belle Vue Leisure Centre providing school, community and elite use as well as the National Speedway Stadium.

The service centre for these communities on Hyde Road has recently undergone a major transformation which included a new market hall and an 88,000 sq ft major supermarket. These developments have been complemented by over £2m of investment in urban realm and traffic improvements.

Gorton and Abbey Hey benefits from a number of good quality open spaces and parks including Debdale Park, Gorton Park, Vine Street Park and the Gorton Heritage Trail. All have benefited from investment in recent years, which has helped improve pathways and green areas, as well as providing new play equipment. Gorton Monastery on Gorton Lane is a Grade II* listed building which has been restored and opened as a venue for conferences, business meetings and community events.

Railway lines into Manchester Piccadilly form the north and south boundaries of the ward. The Intermediate Ring Road bounds the eastern edge and Hyde Road runs

into the city centre along the southern side of the ward. Green space to the west of the ward is easily accessed by a network of cycle paths and public footpaths.

Ward 26 Longsight

Estimated Electorate (proposed boundary) 2015: 12,108 (+5% variance)

Forecast Electorate (proposed boundary) 2022: 13,388 (+3% variance)

The proposed Longsight ward puts in place a new boundary which brings the area's communities into one coherent ward. It implements changes to the boundaries with surrounding wards to improve community identity and ensure continued effective local representation.

It is proposed that Levenshulme district centre and residential streets to the east between Chapel Street and Matthews Lane, which are currently within the Gorton South ward, are moved into the new proposed Levenshulme ward (see Ward 27)

In addition, the proposed changes move the full extent of the Victoria Park Estate out of the current Longsight ward and into the Rusholme Ward, strengthening the boundary between the proposed Gorton and Abbey Hey and Longsight wards along the hard boundary of the A57, the Belle Vue Sports Village and the Manchester Piccadilly to Sheffield railway line.

The new Longsight ward therefore has strong coherence with clear hard boundaries to the north, west and east, alongside the newly defined Levenshulme community to the south.

Proposed Longsight Ward Boundary

The proposed northern boundary with the Gorton and Abbey Hey ward now follows the clear and identifiable boundary of Hyde Road (a major radial route in and out of the city), the perimeter of the Belle Vue Sports Village and the railway line beyond Belle Vue Station. From here the boundary with Stockport follows a section of cycleway known as the "Fallowfield Loop" and Sandfold Lane before meeting the proposed Levenshulme ward boundary.

The boundary with the proposed Levenshulme ward to the south follows the perimeter of the recycling works, Cedar Mount and Melland High Schools and Melland Playing Fields before meeting Matthews Lane. From here the proposed boundary takes the westerly perimeter of Nutsford Vale Park, the perimeter of Erneley Close, south along Bickerdike Ave / Stovell Ave, along the southern perimeter of Crowcroft Park, south along Stockport Road before following Park Grove.

The new western boundary with the proposed Rusholme ward follows Old Hall Lane before cutting north along Beresford Road, east along Dickenson Road and north again along St Johns Road (where it meets the A6 Stockport Road). The far north western border (with the proposed Ardwick ward) is formed by the hard boundary of the Intermediate Ring Road A6010 before it meets Hyde Road. The eastern extent of the ward also follows the city's boundary with Stockport MBC.

Proposed Longsight Ward Characteristics

The proposed Longsight ward is a largely residential area made up of diverse communities. The area is brought together by a busy district centre along the A6

Corridor which contains a broad range of diverse businesses and a thriving market. It also benefits from a range of educational institutions including a number of primary schools and Gorton Education Village which is home to two secondary schools, acting together to support students with a range of learning needs.

The proposed ward boundary includes a wide range of services and amenities reflecting the areas diverse communities. This includes the Longsight Library and Learning Centre, Longsight Market, the Pakistani Community Centre and Slade Lane Community Centre.

Across the proposed ward are a number of good quality open spaces and parks including Debdale, Greenbank, Crowcroft and Sunny Brow Parks. Debdale and Greenbank Parks both hold a Green Flag. Nutsford Vale, a former landfill site, has benefited from considerable investment and improvement over recent years and is now the focus of many community events.

The railway line to Manchester Piccadilly forms the north east boundary, providing rapid links into the city centre via Belle Vue and Ryder Brow railway stations. Hyde Road, the Intermediate Ring Road and Stockport Road form boundaries to the north and west. The two residential areas of Longsight are connected by footpaths through the green space of Nutsford Vale Park as well as minor roads to the north of the ward.

Ward 27 Levenshulme

Estimated Electorate (proposed boundary) 2015: 11,800 (+2% variance)

Forecast Electorate (proposed boundary) 2022: 13,446 (+3% variance)

The proposed new Levenshulme ward boundary is based on the need to bring together a distinctive, coherent and well-connected community (currently split between Levensulme and Gorton South wards) together into one ward. Most importantly, this involves moving the Levenshulme district centre and residential streets to the east between Chapel Street and Matthews Lane, currently within the Gorton South ward into the new proposed Levenshulme ward.

As a result Levenshulme Health Centre, the new Arcadia Library and Leisure Centre and Levenshulme Inspire Community Resource Centre (amongst other notable local facilities) again become part of the proposed Levensulme ward boundary (as was the case prior to the last review in 2002).

The second significant change is the transfer of an area to the west of the current Levenshulme ward over to the proposed Fallowfield ward. This includes the popular student residential area around Braemar and Brailsford Road, addressing the split with other student neighbourhoods along the Wilmslow Road corridor.

The final significant change is the transfer of the residential area south of Albert Road / Moseley Road (bound by the Manchester to Buxton Railway line to the east) to the proposed Burnage ward. This neighbourhood is already well connected to the existing Burnage neighbourhoods with strong community ties. Together with the

changes set out above this will seek to align the proposed ward boundary with the community's perception of the area.

Proposed Levenshulme Ward Boundary

The proposed eastern boundary with Stockport now begins at Cedar Mount and Melland High Schools, circumnavigating the perimeter of the school and recycling centre south before following Nelstrop Road North and a public footpath down to Black Brook. The southern boundary with Stockport MBC follows Black Brook and Crossley Road, whilst the perimeter of Cringle Fields Park forms the south west boundary with the proposed Burnage ward. The western boundary moves north along Erwood Road and Alma Road before cutting east along Albert Road towards the proposed Fallowfield ward.

The proposed boundary with Fallowfield and Rusholme wards is now formed by the Kingsway dual carriageway and Slade Lane north east. From here the proposed boundary with the new proposed Longsight ward cuts east over the railway line along Park Grove, north along Stockport Road, along the southern perimeter of Crowcroft Park, north along Stovell Avenue / Bickerdike Avenue, around the perimeter of Erneley Close, along the westerly perimeter of Nutsford Vale park before meeting the Stockport boundary via Matthews Lane.

Proposed Levenshulme Ward Characteristics

The proposed ward is brought together by Stockport Road / A6 corridor which spans the entire length of the neighbourhood and is an important route which connects city centre with Stockport Town Centre. This corridor also constitutes Levenshulme District Centre which includes a diverse number of specialist shops reflecting the ethnic mix in Levenshulme and is the focal point for neighbourhood activity within the proposed ward's boundaries.

A range of council-provided community facilities, including the new Arcadia Library and Leisure Centre are also located within the proposed ward's boundaries.

The majority of the housing in the proposed Levenshulme ward consists of terraced houses, whilst the Rushford Park area of Levenshulme is a designated conservation area covering seven hectares and contains more substantial family residences which are either detached or semi-detached. It is an area popular with families and has access to a wide range of community facilities and green space. This includes the major recreation area at Highfield Country Park which has an active friends groups and hosts local community events.

Stockport Road runs through the middle of Levenshulme, connecting the ward to the city centre and meets the city's boundary with Stockport. The railway line to Manchester Piccadilly cuts through the southern boundary of the ward and can be accessed from the ward at Levenshulme railway station. The Fallowfield loop provides a strategic east west off road cycleway and footpath linking the ward with other South Manchester neighbourhoods. Walking routes provide access to the green space at the Highfield Country Park to the south east of the ward.

Wythenshawe Cluster – proposed warding patterns

Traditionally built to a garden city concept, Wythenshawe is a well-planned suburb on the southern edge of Manchester which was added to the city's existing boundaries in 1931. Wythenshawe's northern boundary with south Manchester has a strong geographical boundary provided by the Mersey Valley and M60, whilst its southern edge marks the city's borders with Stockport, Trafford and Cheshire. The Wythenshawe area includes within its boundaries Manchester Airport together with a significant portfolio of commercial land and property.

Following a sustained period of population decline in the mid-late 20th century, Wythenshawe's population grew by 10.2% from 66,598 in 2001 to 73,413 in 2011 (Census). Today the population of Wythenshawe has reached 77,492 (MCCFM w2015).

It is recognised that the forecast electorate across all 5 Wythenshawe wards by 2022 is at the lower end of the permitted variance with forecasts between 8 and 10% below the city ward average. Despite this reducing the number of wards in this cluster from 5 to 4 would result in each of these wards having an electorate up to 15% above the ward average by 2022. In addition splitting the Wythenshawe cluster electorate into 4 wards rather than 5 would also have a significant and impact on the interests and identities of the communities they represent (see ward descriptions below).

Wythenshawe's geographical distinction from other south Manchester wards, as well as the identity, composition and characteristics of its neighbourhoods mean that the proposed warding patterns continue to be based on five wards south of the Mersey Valley/M60 boundary. Given the effectiveness of the current warding patterns in terms of their geography and the communities they represent, as well as on the basis of the electorate forecasts for 2022, only small changes have been proposed.

This cluster is home to Woodhouse Park which remains by a significant distance the city's largest ward geographically. Woodhouse Park covers an area two to three times larger than the vast majority of the city's other wards but its residential population is largely concentrated in a relatively small area to the north of the proposed boundary. The remainder of the ward covers the entirety of the Manchester Airport and a small rural area on the border with Cheshire East covered by Manchester's only parish of Ringway.

Ward 28: Baguley

Estimated Electorate (proposed boundary) 2015: 11,302 (-2% variance)

Forecast Electorate (proposed boundary) 2022: 11,986 (-8% variance)

The existing Baguley ward is considered to work well, bringing together a well-connected and coherent set of residential neighbourhoods (including Baguley, Newall Green, Royal Oak and Bideford) and clear hard boundaries with neighbouring wards.

Although each neighbourhood has its own distinctive features, they share strong common characteristics including large areas of social housing and abundance of well-maintained open spaces, woodlands and parks (including Alderman Rodgers Park, Baguley Park, Milky Button Park and Newall Green Nature Area). This green space also provides connectivity across the ward including a number of well used walking routes. The expansion of the Metrolink network to Manchester Airport has also significantly improved public transport connectivity across the ward.

Proposed Baguley Ward Boundary

Given the fact that the existing ward works well with clearly defined physical and natural boundaries, the proposed boundaries for this ward are exactly the same as the current ward of the same name.

The ward has strong clear boundaries with neighbouring local authorities and adjacent Wythenshawe wards. The proposed ward will continue to border the M56 motorway to the east, Wythenshawe Park and the Roundthorn Industrial Estate to the North and Trafford MBC to the South and West.

Proposed Baguley Ward Characteristics

The proposed Baguley ward has good transport links to the city centre and other areas of South Manchester and Cheshire via the Manchester Airport Metrolink line, the M56 (north to south) and A560 (east to west). The interior of Baguley is largely connected by minor roads and is interspersed with small green spaces, providing walking routes throughout the ward.

Social rented homes remain the dominant tenure within the ward, although the development of new housing since the city's last electoral review (including key development sites within the Royal Oak estate, Hall Lane, Greenbrow Road, Foxfield Road and Amberley Drive) and 'right to buy' has seen an increase in homes for owner occupation and market rent.

The ward is well served by local services including local shopping parades on Bowland Road, Blackcarr Road, Hall Lane and Greenbrow Road. There are also two secondary schools in the ward - Newall Green and St Pauls Catholic High which also act as local community hubs. The western side of the ward also takes in Wythenshawe Hospital and part of the Roundthorn Industrial Estate

Ward 29: Brooklands

Estimated Electorate (proposed boundary) 2015: 11,147 (-4% variance)

Forecast Electorate (proposed boundary) 2022: 11,766 (-10% variance)

The existing Brooklands ward is considered to work well and the proposed ward continues to contain the well-established neighbourhoods of Brooklands, Northern Moor and Shady Lane.

The neighbourhoods are well-connected with Altrincham Road, Wythenshawe Road and Sale Road being the main east west routes, and Southmoor and Moor Road the main north south roads. The east of the ward is bounded by Princess Parkway, providing both quick access into the city centre and a connection to the M6 and M56 motorways. A network of minor roads connect the residential areas to green space in Wythenshawe Park in the east of the ward and jobs in the Roundthorn Industrial estate to the south of the ward.

The three neighbourhoods share common facilities and amenities particularly Wythenshawe Park and the modern Manchester Health Academy secondary school which shares a building with Brooklands library. Two primary schools, Sandilands and Button Lane, are provided in the west and east of the ward respectively. The neighbourhoods each have local retail provision and communities access the Altrincham Road retail park. Employment opportunities are provided at Roundthorn Industrial estate which can be accessed by the new Metrolink line running through the ward, as well as via key minor roads.

The small area to be added to the Brooklands ward in the Northern Moor neighbourhood also share these key amenities, have access to Metrolink stations in Brooklands ward for connectivity, and have common ties with communities already in the ward.

Proposed Brooklands Ward Boundary

The new ward would maintain the existing local authority boundary with Trafford MBC along Brooklands Road and Kentmere Road to the west, and follow the natural boundary of Baguley Brook to the north. It would also maintain its existing ward boundary to the south through the Roundthorn Industrial estate and following the clear boundaries of Wythenshawe Park and Princess Parkway to the east. In order to maintain electoral equality however, a small addition to the ward has been made in its north east corner. This involves moving the north east boundary from Tipton Drive further to the east into the existing Northenden ward to capture the area bounded by Yew Tree Road and Raymond Road with the M60 retaining the ward's strong barrier to the north.

Proposed Brooklands Ward Characteristics

The Brooklands ward has the highest proportion of owner occupied housing in Wythenshawe. To the north and west of the ward the housing is predominantly owner occupied detached/semi-detached housing increasing in value and quality, whereas to the south and east there are significant concentrations of 'right to buy' amongst existing social housing provision.

The expansion of the Metrolink has connected the ward to both Manchester Airport, Wythenshawe Town Centre and the city centre.

In line with the original Garden City concept, Brooklands is a very green ward with attractive tree-lined streets. Brooklands has a number of open spaces, woodlands and parks in addition to the historic Wythenshawe Park which provides a range of

facilities including the Horticulture centre, Community Farm, and riding stables used by the local community.

Ward 30: Northenden

Estimated Electorate (proposed boundary) 2015: 11,338 (-2% variance)

Forecast Electorate (proposed boundary) 2022: 12,016 (-8% variance)

The existing Northenden ward is considered to work well and the proposed ward continues to contain the well-established neighbourhoods of Northenden Village, Northern Moor and North Benchill

The proposed minor boundary change to the Northenden ward will move a small amount of the electorate into the Brooklands ward (as outlined in ward 29)

Proposed Northenden Ward Boundary

Northenden ward will retain the majority of its existing boundaries of Orton Road, Wythenshawe Road and Princess Parkway to the west, the natural boundary of the River Mersey to the north and east, and Hollyhedge Road and Brownley Road to the south. The slight boundary change will be at the west where it is proposed to move it east to run along Yew Tree Road and then north along Raymond Road to the M60.

Proposed Northenden Ward Characteristics

Northenden ward is comprised of three distinct neighbourhoods of mixed tenure housing – Northenden Village, Northern Moor and North Benchill. Northenden Village is a neighbourhood of character and hosts the areas district centre, boasting a wide range of shops, bars and cafes. To the south of the ward is North Benchill separated from the rest of the ward by M56 to the north and west, and is largely residential in nature benefitting from substantial regeneration in previous years. The Northern Moor area of the ward is situated to the west of Princess Parkway between the River Mersey and Wythenshawe Park.

Major facilities in the ward are The Manchester College Northenden Campus, Sale Road Children's Centre, Benchill Children's Centre, Benchill Community Centre and The Enterprise Centre.

The Sharston Industrial Estate is located towards the south east of the ward and provides employment and business opportunities to many local residents and benefits from easy access to the regional motorway network (M56 and M60).

Northenden's housing is generally low-density surrounded by grass verges, trees and green spaces in keeping with the Wythenshawe Garden City concept. The River Mersey is an attractive natural environment and leisure amenity for the area, which also includes a stretch of the Trans-Pennine Trail and a number of green spaces such as Kenworthy Woods, and Rose Hill Woods. These green trails provide connectivity and links across the ward as well as providing residents with walking and cycling routes to neighbouring wards.

Ward 31: Sharston

Estimated Electorate (proposed boundary) 2015: 11,650 (+1% variance)

Forecast Electorate (proposed boundary) 2022: 12,032 (-8% variance)

Sharston ward is made up of four neighbourhoods known as Sharston, Peel Hall, Crossacres and Benchill South. All of these neighbourhoods work well together and all will continue to be included in the proposed ward.

It is proposed that a small area of the current Sharston ward will become part of the proposed Woodhouse Park ward. This area between Rowlandsway and Meliden Crescent is well connected to the existing neighbourhoods of Woodhouse Park through shared services and amenities located within Wythenshawe Town Centre.

The remainder of the existing Sharston ward is considered to work well, with well-connected neighbourhoods linked by transport routes on largely quieter minor roads supporting travel by bike, foot and local public transport services. Sharston's two Metrolink stations connect the ward to the city centre and Manchester Airport, and a number of green spaces dotted throughout the ward provide local walking routes.

Proposed Sharston Ward Boundary

The new ward is largely the same as the existing ward, maintaining its boundaries along the M56 to the west, Hollyhedge Road and Brownley Road to the north, Stockport MBC to the east, and Simonsway to the south. It is proposed that a small residential area between Rowlandsway and Meliden Crescent (including properties on Woodfield) are moved into Woodhouse Park in order to maintain electoral equality within the Wythenshawe cluster.

Proposed Sharston Ward Characteristics

Sharston is a largely residential area, with an industrial estate at the northern tip by the M56. Nearly half of Sharston's housing stock is social housing, a proportion significantly above the city average. The new £20m Village 135 development situated on Hollyhedge Road in Sharston offers extra care housing scheme for older people. Recent developments include apartments and attractive family housing around the new Crossacres Metrolink stop.

Sharston has five primary schools – Peel Hall Primary, St Elizabeth's Primary, St John Fisher Primary, Haveley Hey Community School and Crossacres Primary School. The Manchester College Wythenshawe Campus which opened in 2010 is located in Sharston and offers a wide range of courses for school leavers and adults.

As one of the five wards making up Wythenshawe, Sharston shares the characteristic grass verge and tree lined streets. It has two parks, Hollyhedge Park and Peel Hall Park, and a number of small greens. It has four wooded areas, left over from ancient woodland, and open spaces that attractively enhance the local environment.

Ward 32: Woodhouse Park

Estimated Electorate (proposed boundary) 2015: 11,126 (-4% variance)

Forecast Electorate (proposed boundary) 2022: 11,918 (-9% variance)

Woodhouse Park ward is largely residential in the northern half of the ward with a clear distinction to the commercial area of Manchester Airport situated in the southern half and a small rural area at its southern tip where it borders Cheshire East. The ward is home to key assets such as the Town Centre which includes Wythenshawe Forum, neighbourhood centres and several business parks.

In order to retain electoral equality within the Wythenshawe cluster it is necessary to increase the size of the ward beyond its current boundaries. It is proposed to do this by moving the boundary at the north into Sharston slightly to achieve a larger electorate.

The electorate affected by the proposed boundary change are located adjacent to the Town Centre and will frequently access these services already along with other assets in the ward such the Manchester Enterprise Academy secondary school (located next to Wythenshawe Forum). The proposed boundary change will therefore bring in a community that already has strong links to the ward.

Proposed Woodhouse Park Ward Boundary

The new ward boundaries are largely the same as the existing ones, with the hard boundary of the M56 motorway to the west, Simonsway and Gladeside Road to the north bordering Sharston, Stockport MBC border to the east, and Cheshire East Council border to the south.

The proposed northern boundary has been amended slightly to take in a small residential area between Rowlandsway and Meliden Crescent (including properties on Woodfield) in order to maintain electoral equality within the Wythenshawe cluster.

These proposals mean that Manchester's only parish of Ringway, currently WPF polling district, remains in this ward.

Proposed Woodhouse Park Ward Characteristics

Wythenshawe Forum in the Town Centre houses the area's key community facilities including the leisure centre, library, nursery, café, adult education service and health service. In addition the Town Centre provides a range of other amenities and employment opportunities including a shopping centre and an indoor market which are accessed by local residents.

Nearly half of the housing stock in Woodhouse Park is social housing, although the ward has seen new private housing since the last electoral review. Woodhouse Park is exceptionally well-connected and includes Manchester Airport, which has access to the M56, national rail services to Manchester, Liverpool and Sheffield, and a Metrolink connection to the city centre. The main residential area in the northern half of the ward is interconnected by quieter minor roads. There is also a Metrolink stop at Wythenshawe Town Centre, and direct pedestrian and cycle route from the Town Centre to the Airport.

Manchester Airport is a major asset to the local area and an important local employer, with many other businesses also operating from the Airport site. The area is expected to continue to grow as an employment area as part of the Airport City expansion plans and the designated Enterprise Zone.

Woodhouse Park has three primary schools - Ringway Primary, St Anthony's RC Primary and the Willows Primary. Another treasured asset is the Woodhouse Park Lifestyle Centre located on Portway, which provides opportunities for people of all ages to get active, boosting health and well-being, improving community safety, education and training, and creating new job opportunities. It features a large sports hall, youth facilities, community rooms and outdoor sports facilities.

The Wythenshawe Garden City concept is clearly visible in Woodhouse Park with many trees and green areas in the ward, which borders onto open countryside to the south. There are several parks in the ward including Painswick Park and several woodlands.

Appendix 3 – December 2015 and 2022 Forecast electorate for the current warding pattern

Ward	2015 electorate	Variance from average	2022 electorate	Variance from average
Ancoats and Clayton	13,762	19%	19,463	49%
Ardwick	10,782	-7%	12,316	-5%
Baguley	11,302	-2%	11,986	-8%
Bradford	12,532	8%	15,506	19%
Brooklands	10,887	-6%	11,406	-12%
Burnage	11,123	-4%	12,230	-6%
Charlestown	10,512	-9%	11,971	-8%
Cheetham	15,555	35%	17,482	34%
Chorlton	11,115	-4%	12,144	-7%
Chorlton Park	11,701	1%	12,878	-1%
City Centre	10,475	-9%	19,535	50%
Crumpsall	11,702	1%	13,289	2%
Didsbury East	11,067	-4%	11,520	-12%
Didsbury West	10,355	-10%	10,637	-18%
Fallowfield	11,246	-3%	12,579	-3%
Gorton North	11,285	-2%	12,154	-7%
Gorton South	13,395	16%	14,645	12%
Harpurhey	12,531	8%	13,804	6%
Higher Blackley	10,891	-6%	11,577	-11%
Hulme	11,265	-3%	13,099	1%
Levenshulme	11,412	-1%	12,137	-7%
Longsight	10,653	-8%	11,875	-9%
Miles Platting and Newton Heath	10,715	-7%	11,440	-12%
Moss Side	13,678	18%	15,805	21%
Moston	11,542	0%	12,041	-8%
Northenden	11,598	0%	12,376	-5%
Old Moat	11,522	0%	12,280	-6%
Rusholme	10,543	-9%	10,994	-16%
Sharston	12,079	4%	12,552	-4%
Whalley Range	11,407	-1%	12,555	-4%
Withington	10,575	-9%	11,341	-13%
Woodhouse Park	10,697	-7%	11,398	-13%
Manchester Total	369,904		417,015	
Average	11,560		13,032	

A detailed description of the methodology behind these forecasts (by ward and polling district) can be found within the City's Technical Report (on population and electorate forecasting), submitted and accepted by the LGBCE during the 1st stage of the City's 2016 electoral review on the proposed council size.

Appendix 4 – December 2015 and 2022 Forecast electorate for the proposed warding pattern

Proposed wards	December 2015 Electorate	2015 Variance	2022 Forecast Electorate	2022 Variance
Cheetham	11589	3%	13456	3%
Crumpsall	12468	8%	13696	5%
Higher Blackley	11548	0%	12506	-4%
Charlestown	11302	-2%	13241	2%
Moston	13269	15%	13490	4%
Harpurhey	12557	9%	13775	6%
Deansgate	6345	-45%	13423	3%
Piccadilly	8167	-29%	13644	5%
Ancoats and Beswick	9367	-19%	13573	4%
Clayton and Openshaw	11886	3%	12519	-4%
Miles Platting and Newton Heath	11719	1%	12785	-2%
Hulme	11466	-1%	13300	2%
Ardwick	12096	5%	13630	5%
Moss Side	12433	8%	13686	5%
Whalley Range	10121	-12%	12287	-6%
Chorlton	12384	7%	13274	2%
Chorlton Park	12846	11%	13156	1%
Old Moat	12146	5%	12930	-1%
Didsbury West	12398	7%	13480	3%
Withington	11971	4%	12774	-2%
Didsbury East	12354	7%	12934	-1%
Burnage	12315	7%	13272	2%
Fallowfield	12047	4%	13237	2%
Rusholme	11807	2%	12691	-3%
Gorton and Abbey Hey	12832	11%	13704	5%
Longsight	12108	5%	13388	3%
Levenshulme	11800	2%	13446	3%
Baguley	11302	-2%	11986	-8%
Brooklands	11147	-4%	11766	-10%
Northenden	11338	-2%	12016	-8%
Sharston	11650	1%	12032	-8%
Woodhouse Park	11126	-4%	11918	-9%
Total Electorate	369904		417015	
Average Ward Electorate	11560		13032	

Methodology relating to the 2022 Forecast electorate for the proposed warding patterns

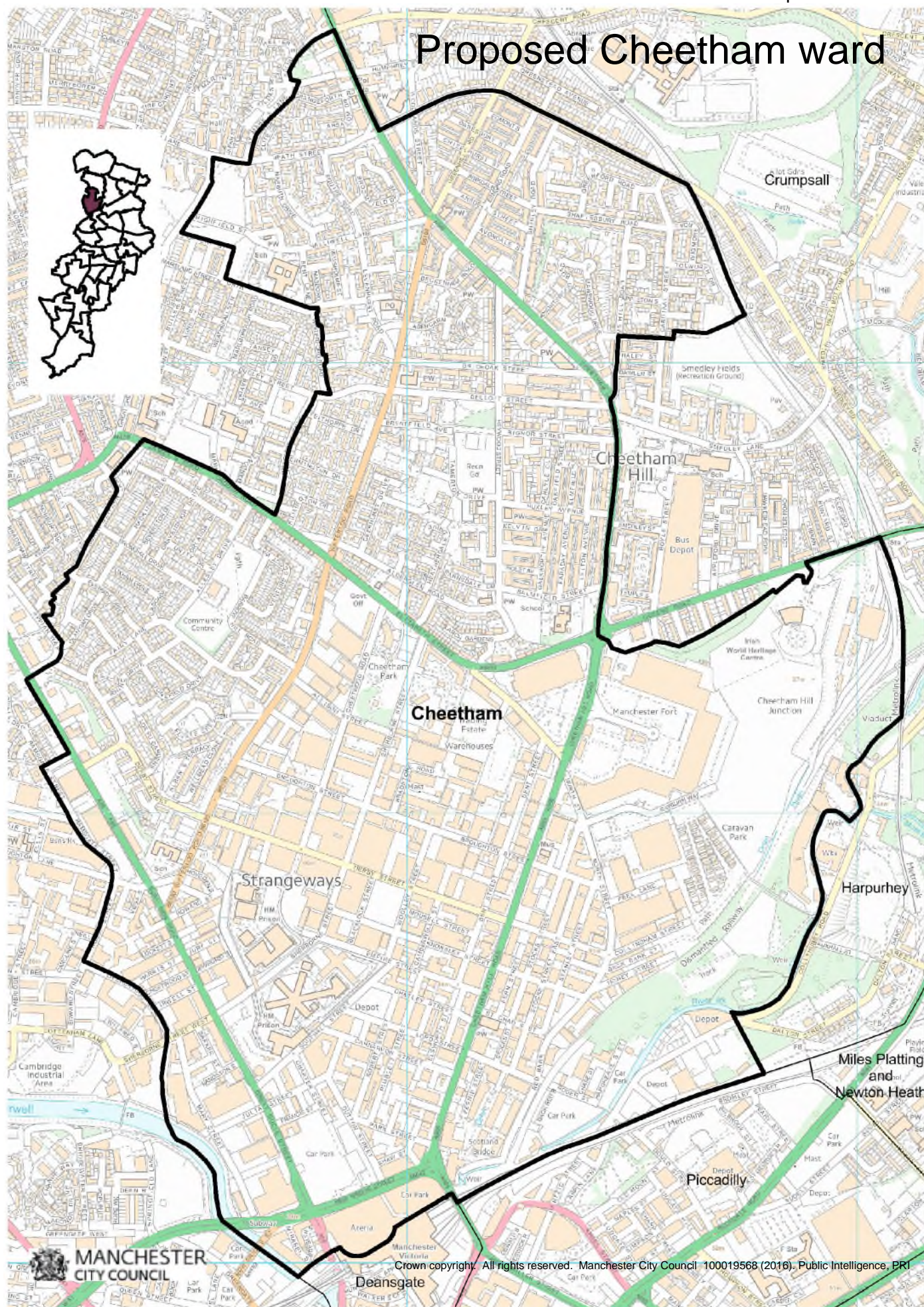
The forecast electorate for the proposed warding patterns has used published figures for the 2022 electorate (based on the current polling districts) already submitted and accepted by the LGBCE (during the 1st stage of the City's 2016 electoral review on the proposed council size)

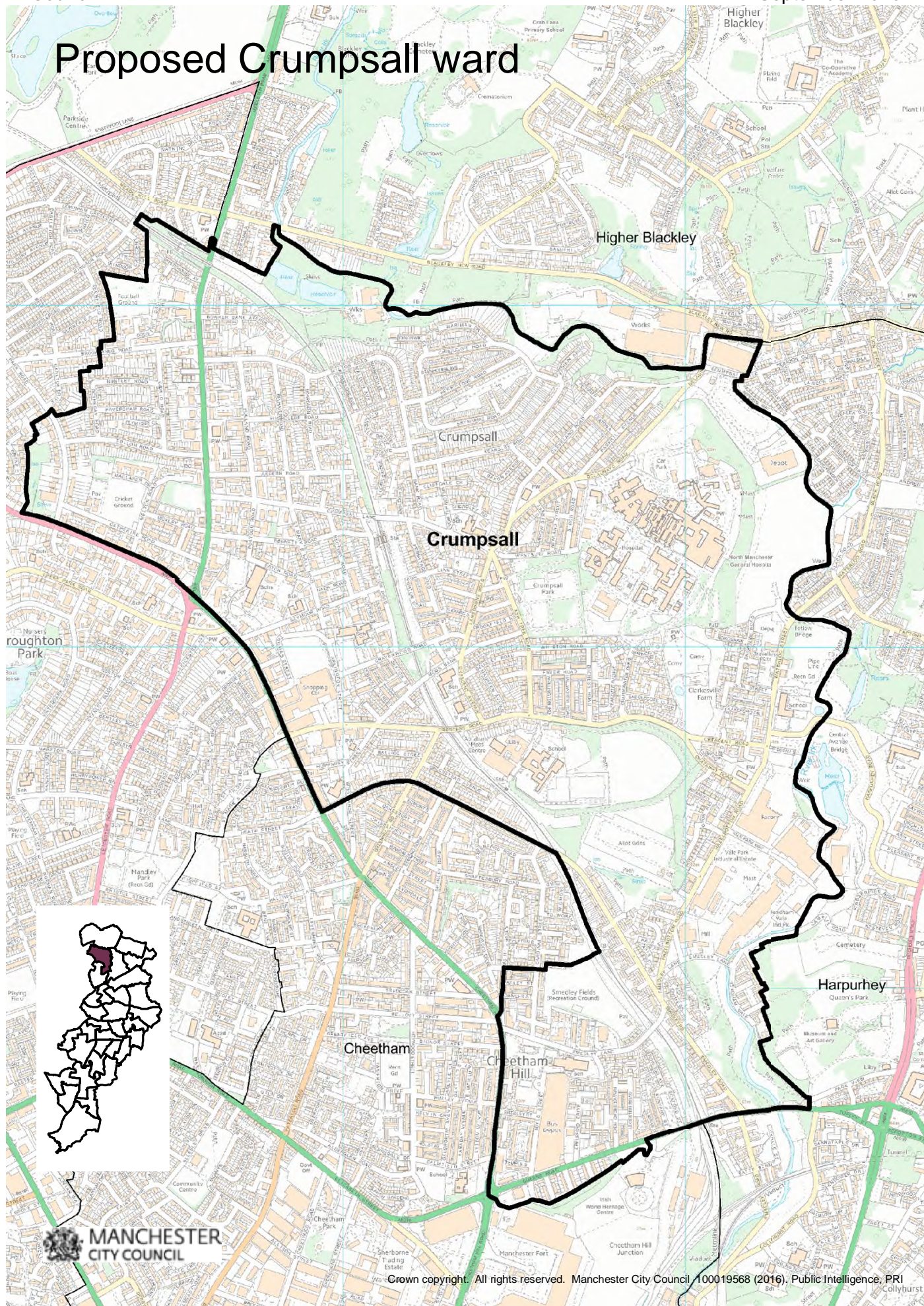
Where current polling districts have been split to create the proposed new warding pattern, the new spatial distribution of the forecast 2022 electorate has been calculated according the location and type of planned residential development and current trends within the existing housing stock, together with reference to the distribution of the current electorate.

Appendix 5

Proposed ward boundaries

Cheetham
Crumpsall
Higher Blackley
Charlestown
Moston
Harpurhey
Deansgate
Piccadilly
Ancoats and Beswick
Clayton and Openshaw
Miles Platting and Newton Heath
Hulme
Ardwick
Moss Side
Whalley Range
Chorlton
Chorlton Park
Old Moat
Didsbury West
Withington
Didsbury East
Burnage
Fallowfield
Rusholme
Gorton and Abbey Hey
Longsight
Levenshulme
Baguley
Brooklands
Northenden
Sharston
Woodhouse Park



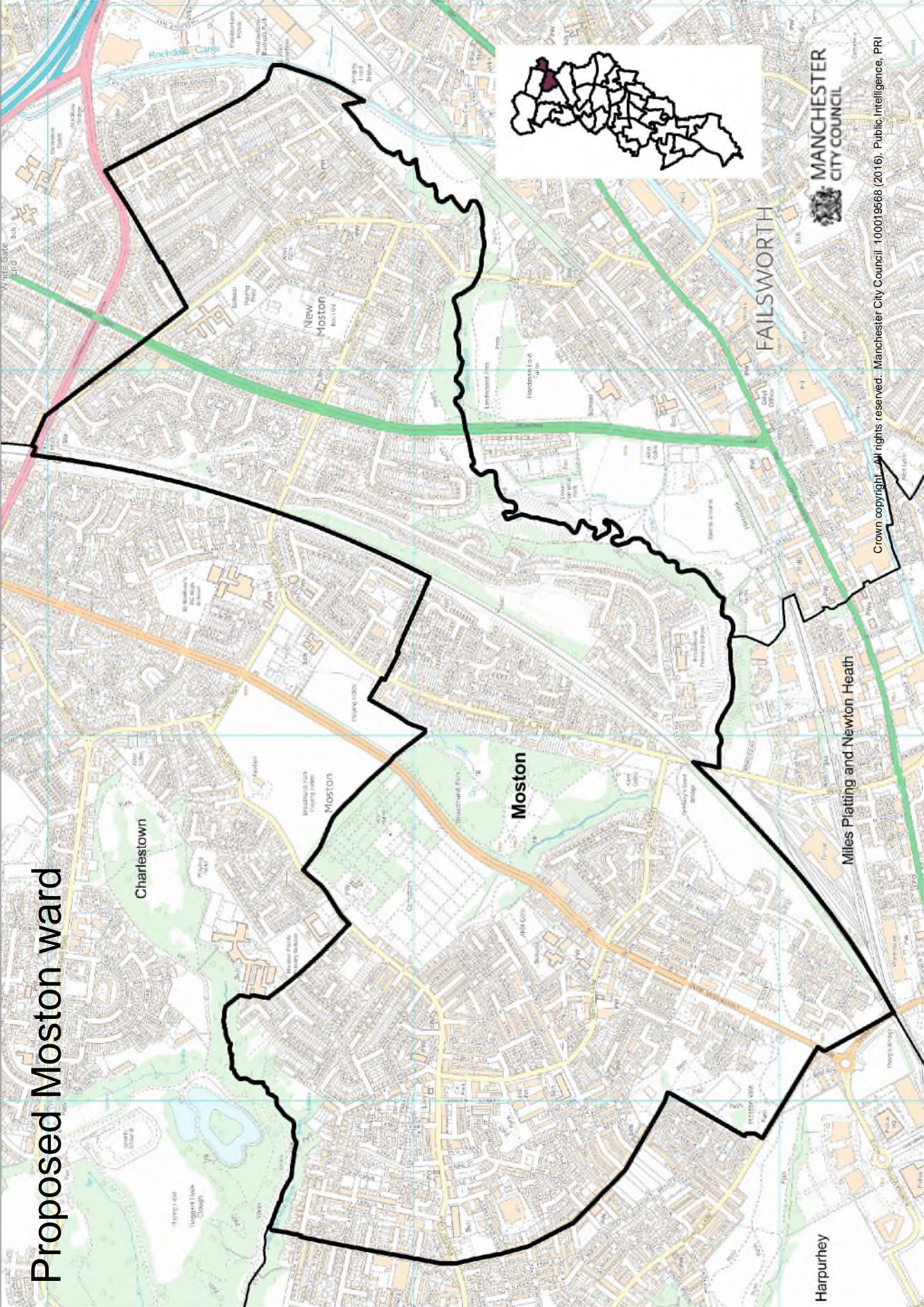


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Charlestown



Proposed Moston ward

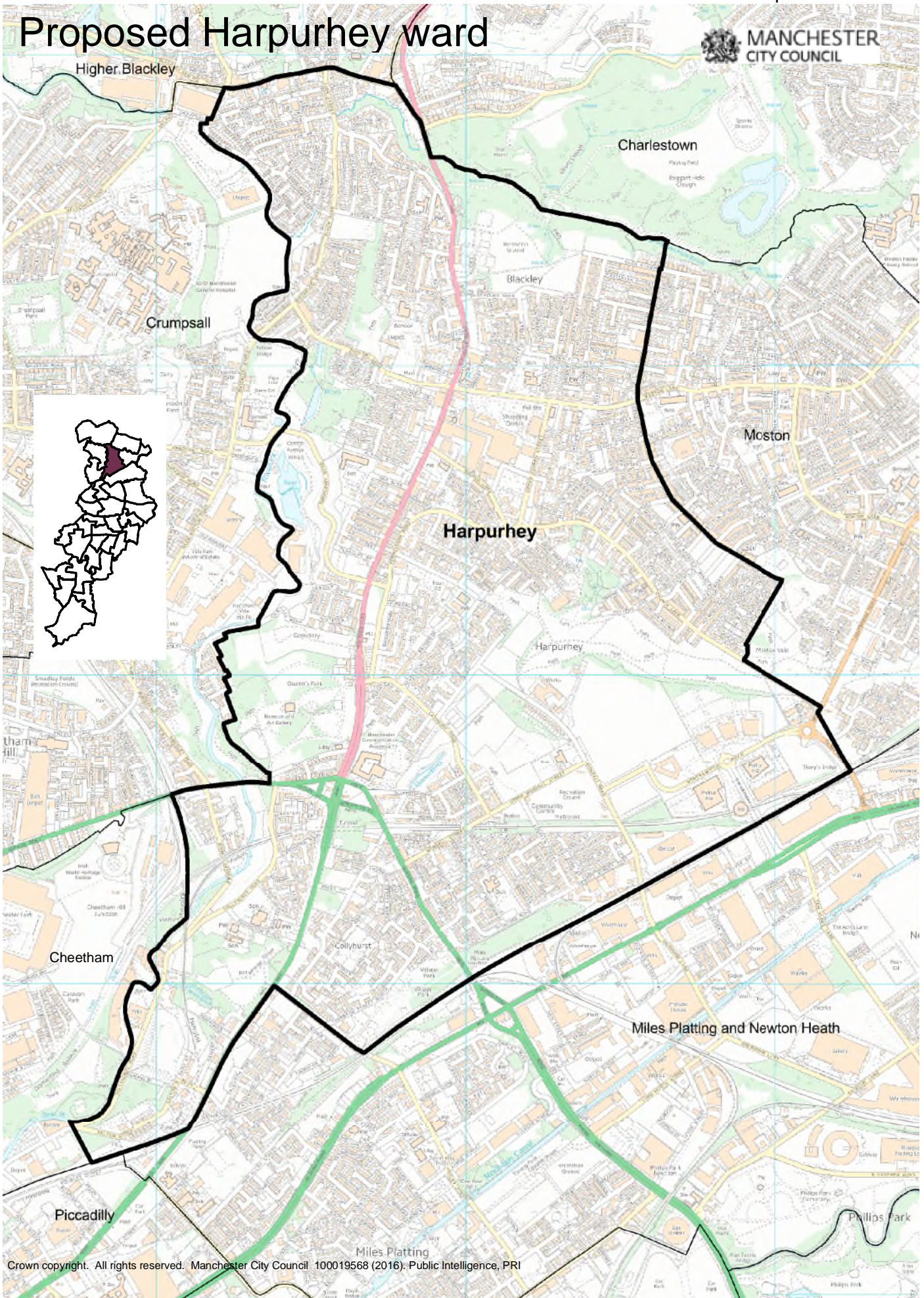


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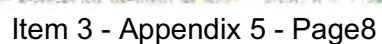
Proposed Harpurhey ward

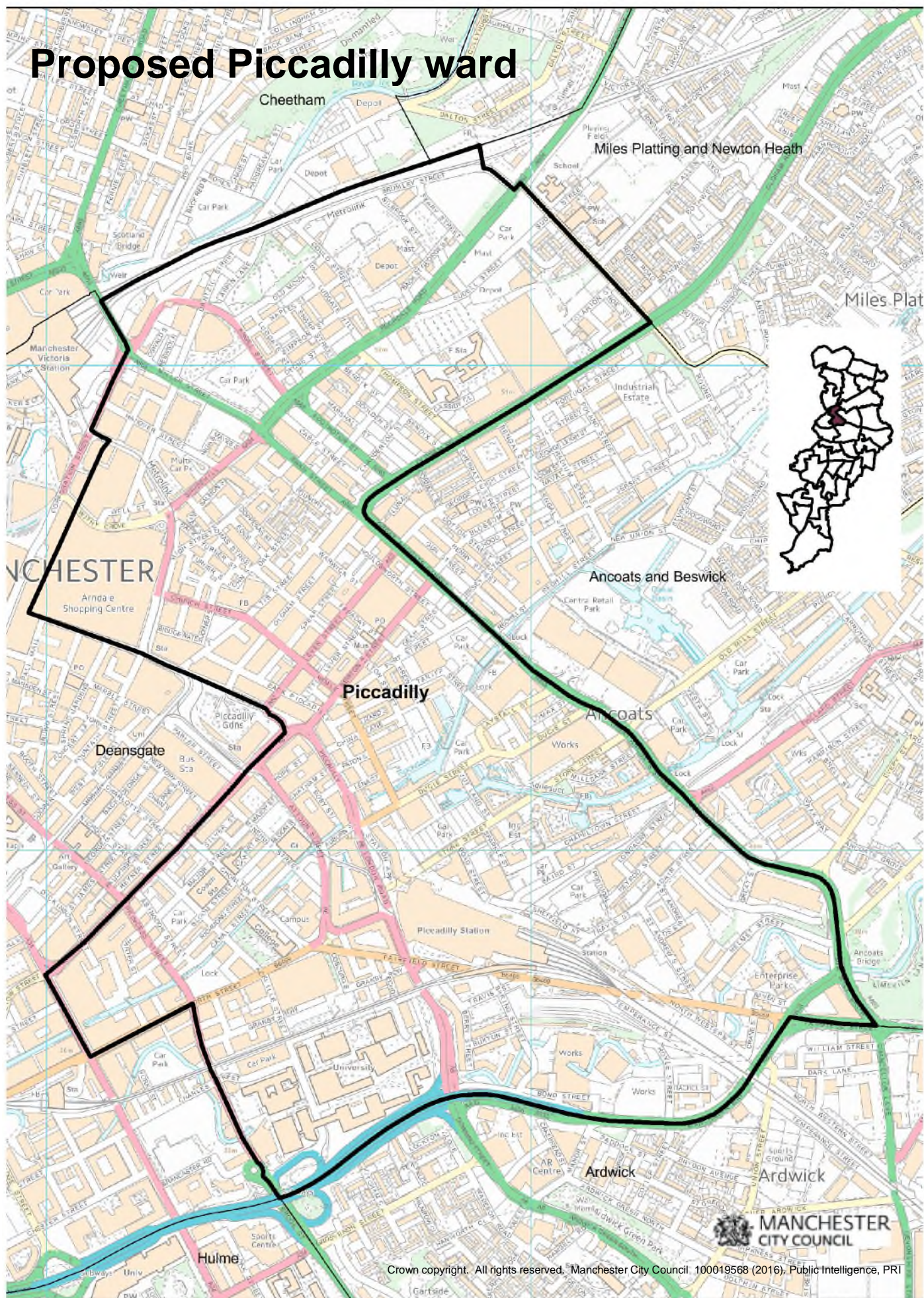


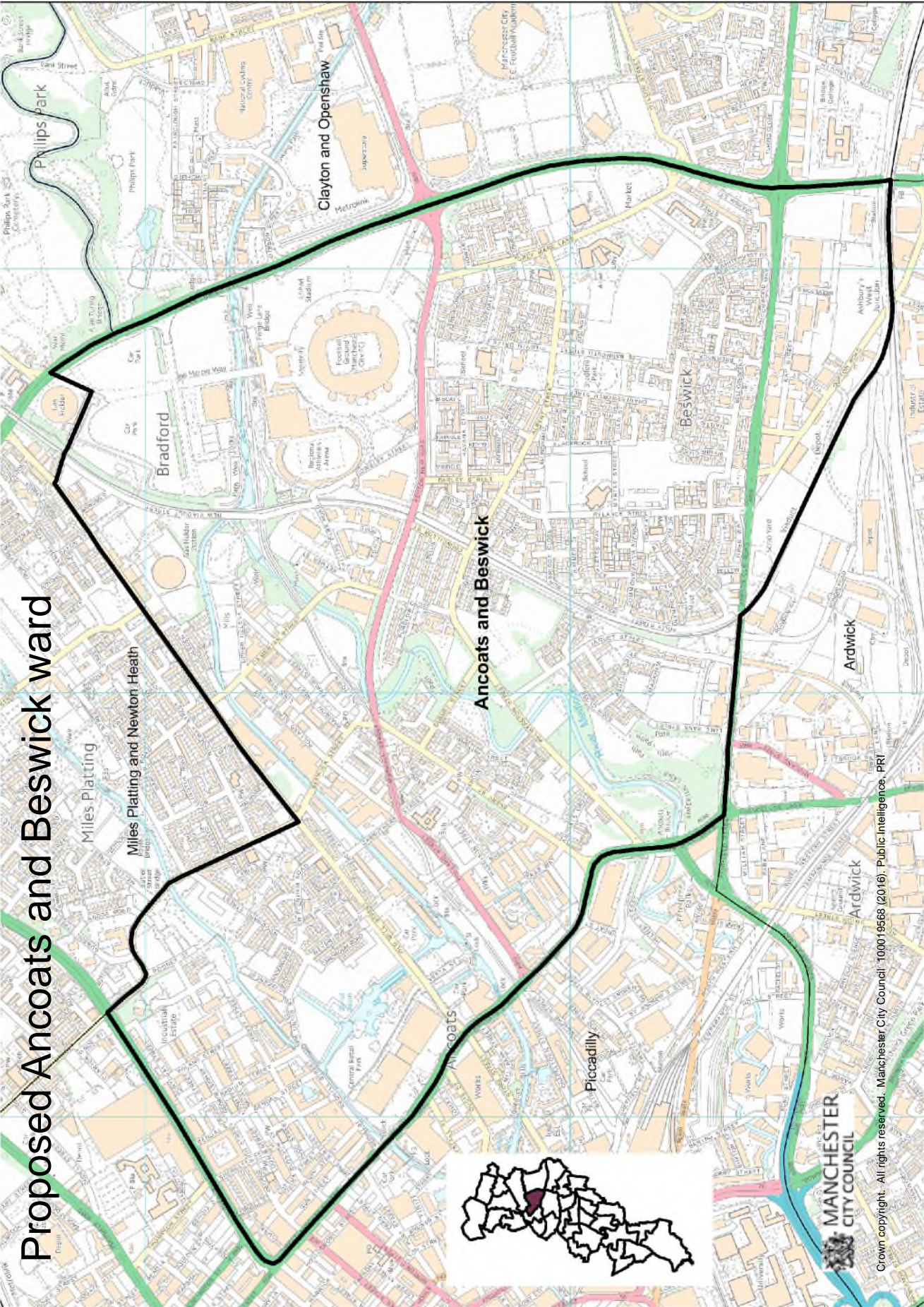
MANCHESTER
CITY COUNCIL

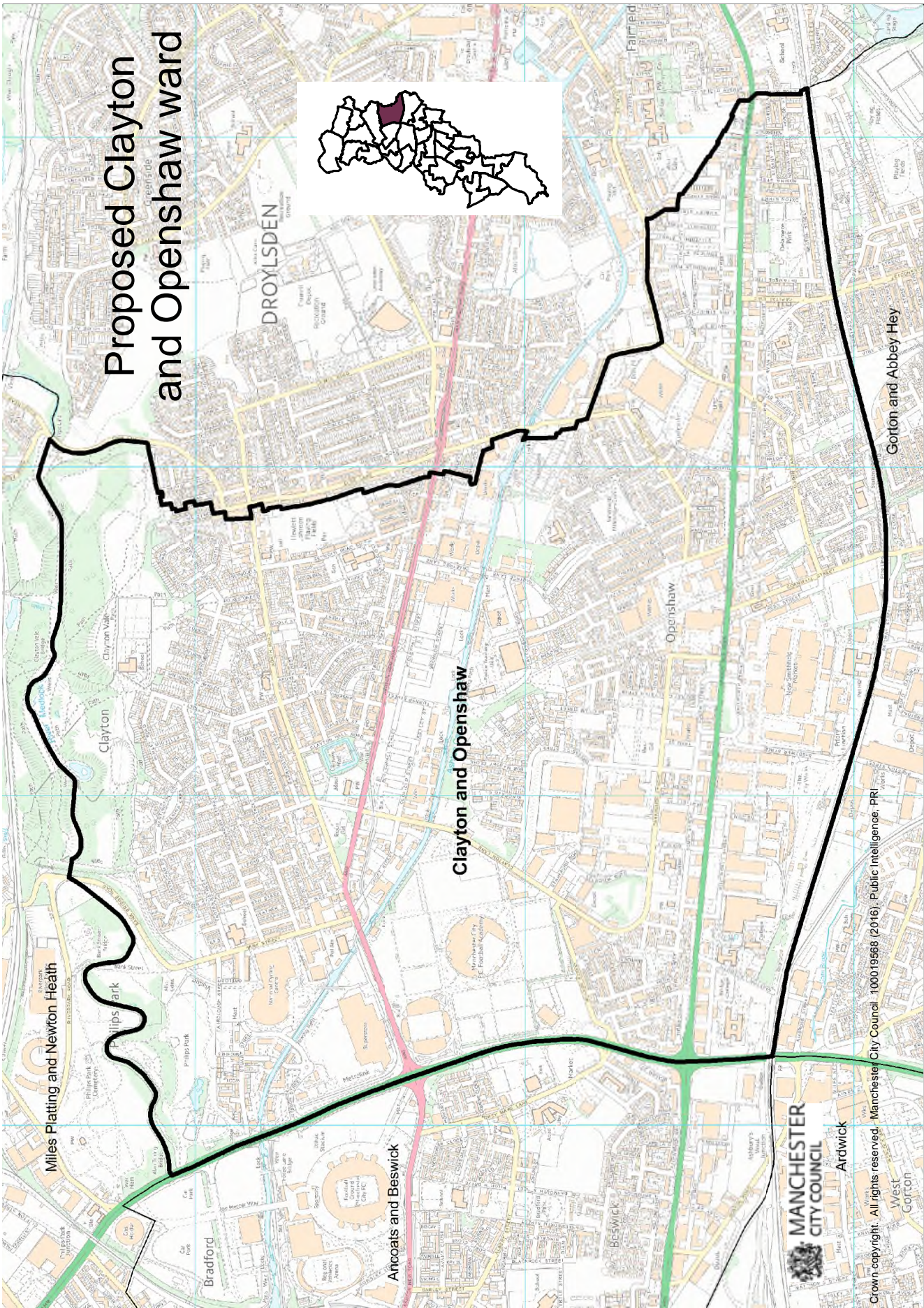


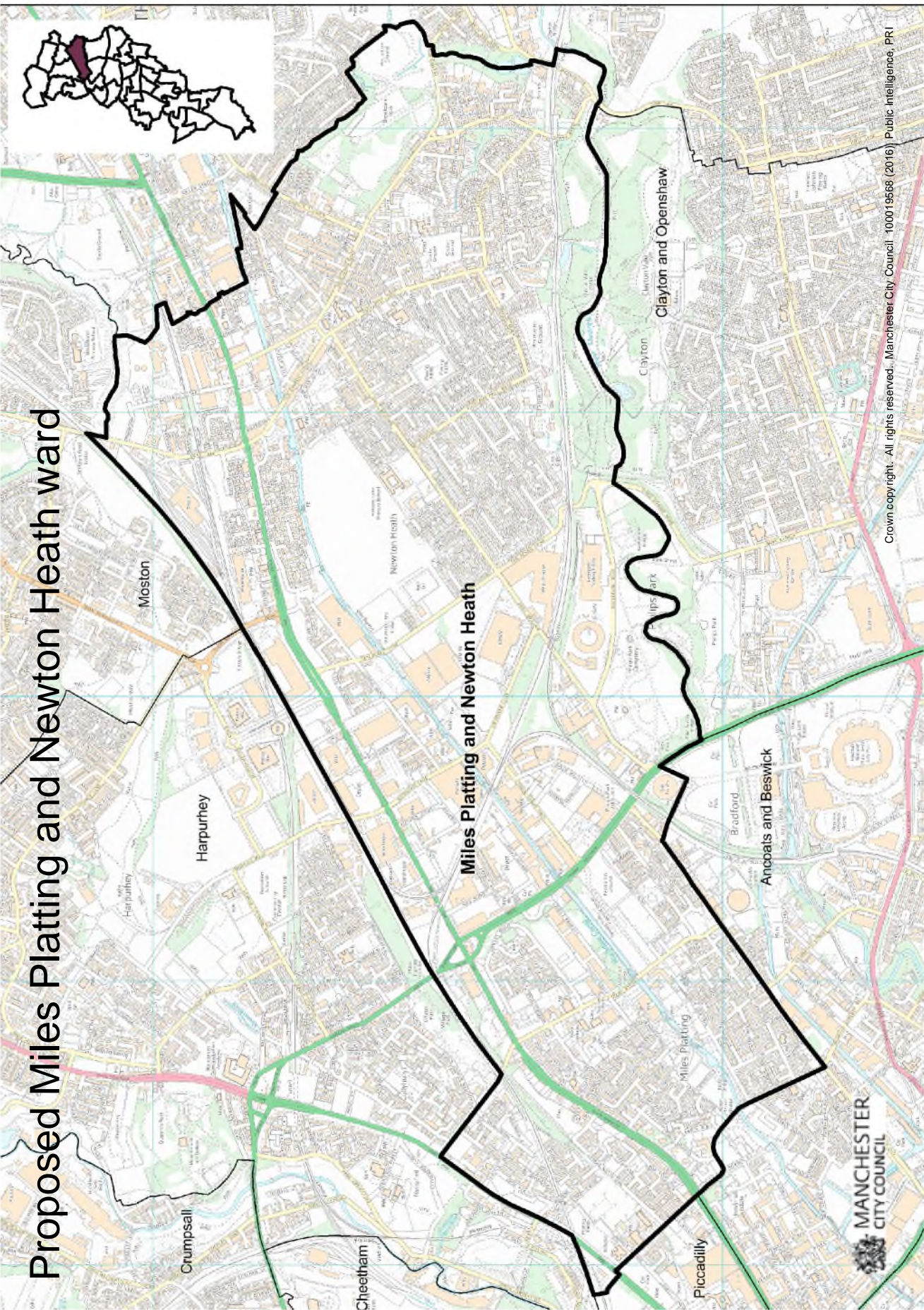
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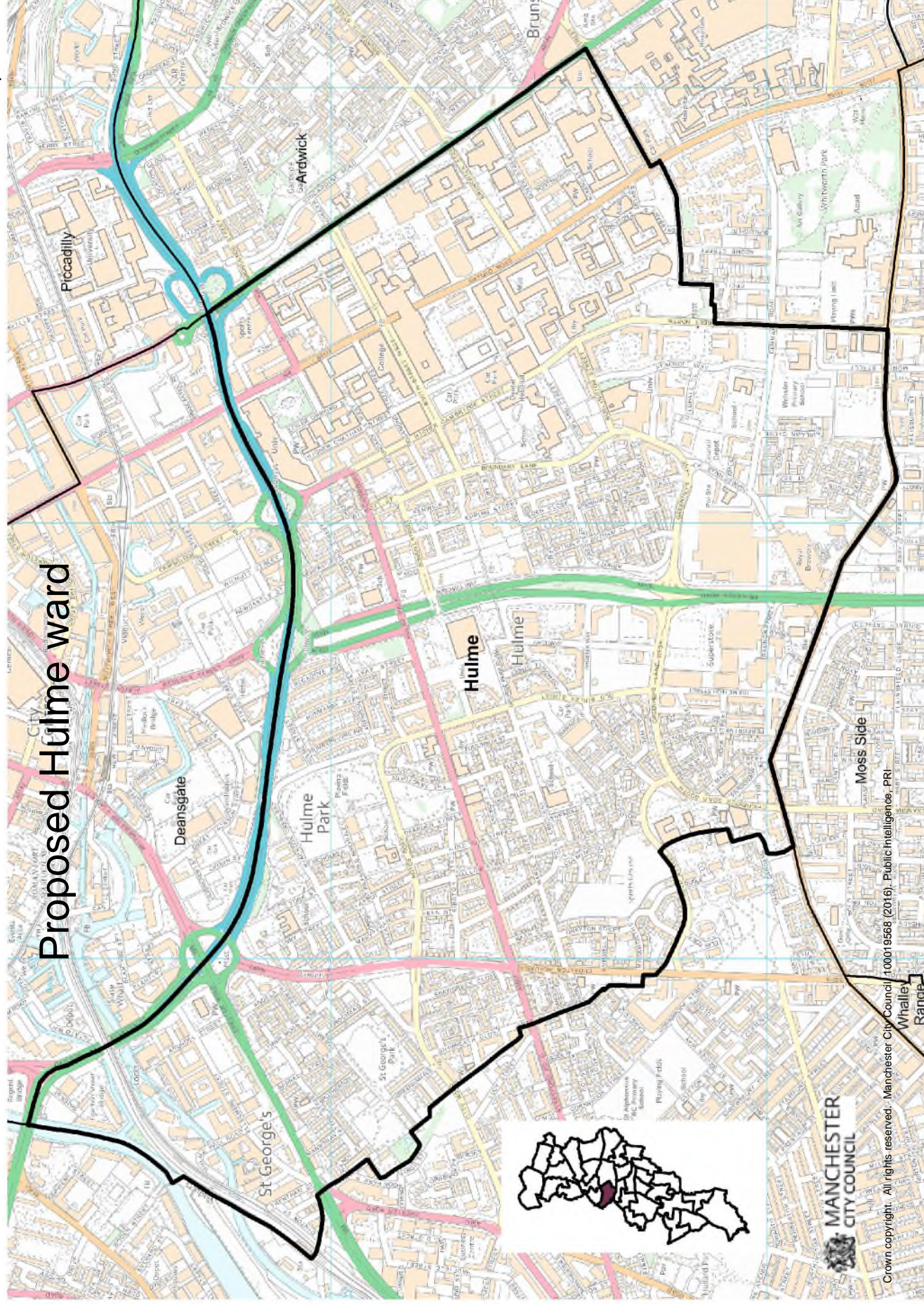


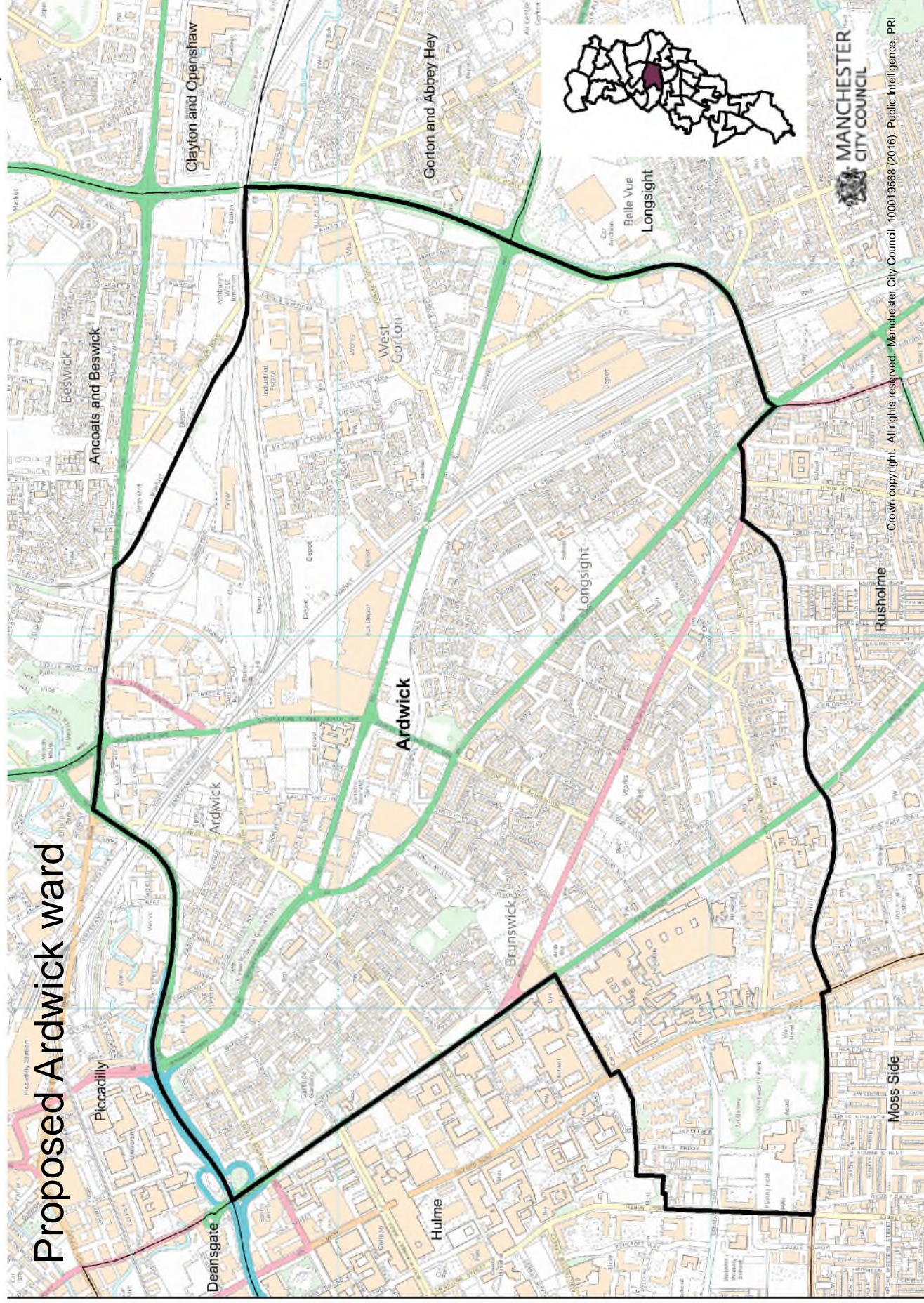




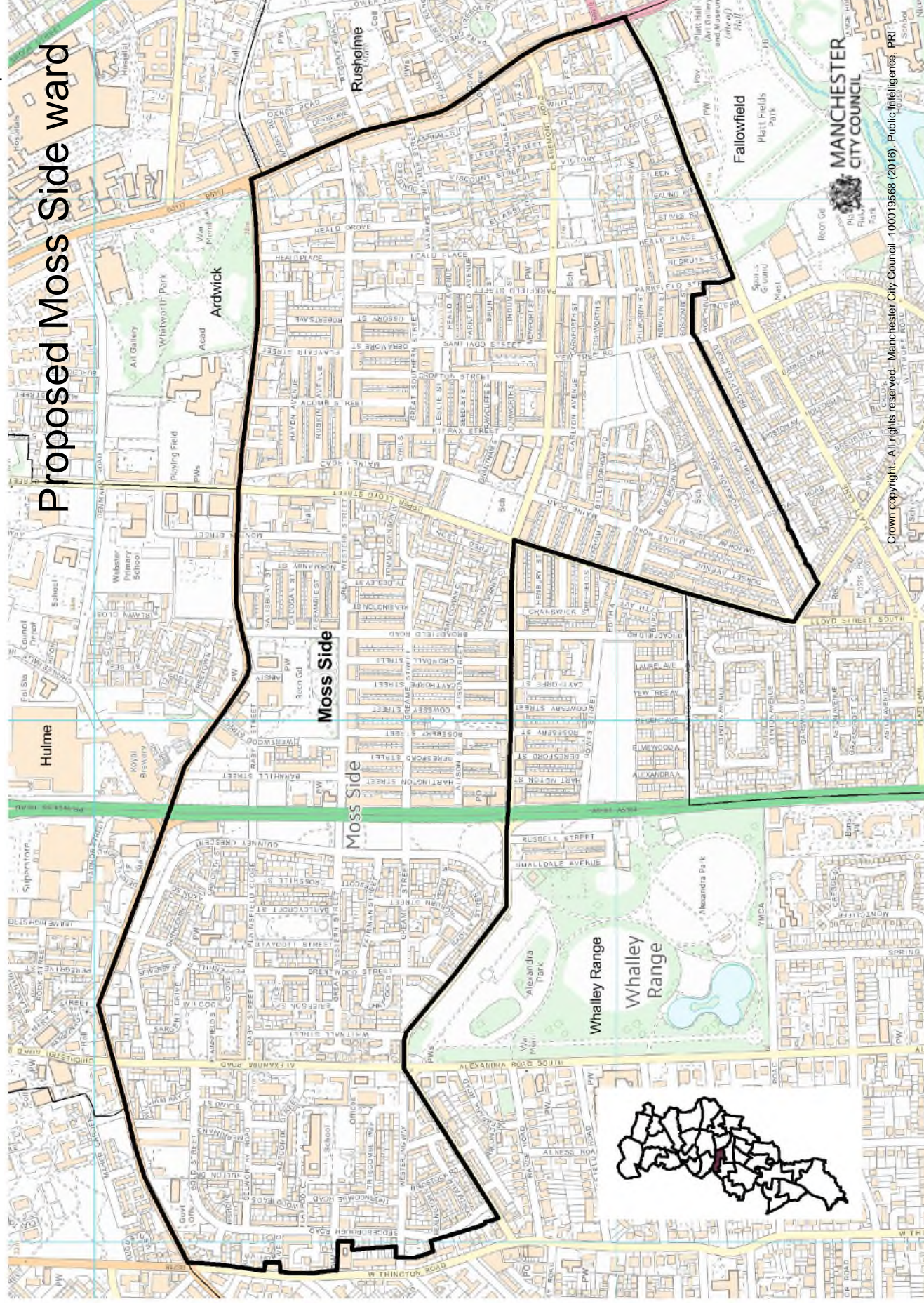




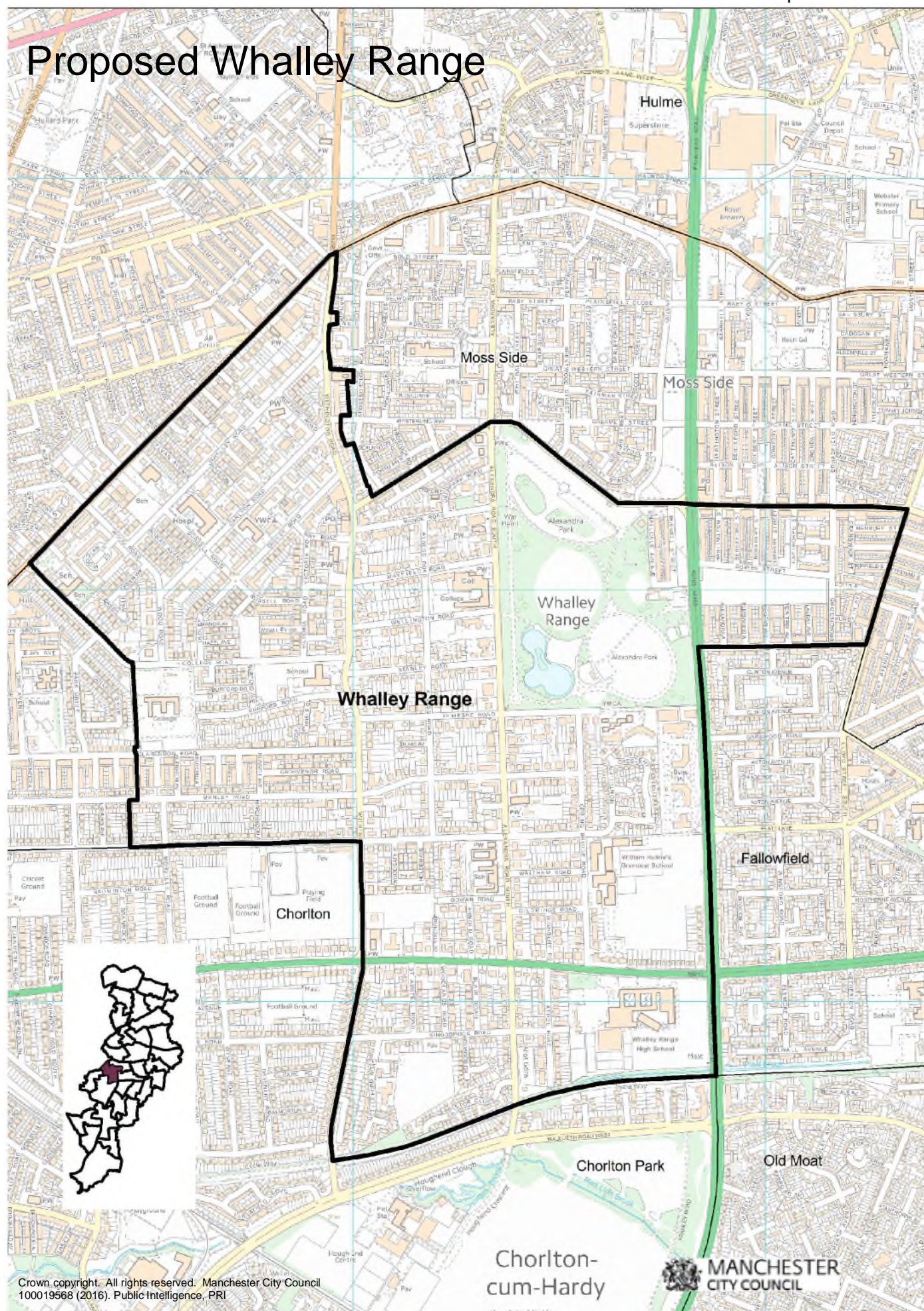




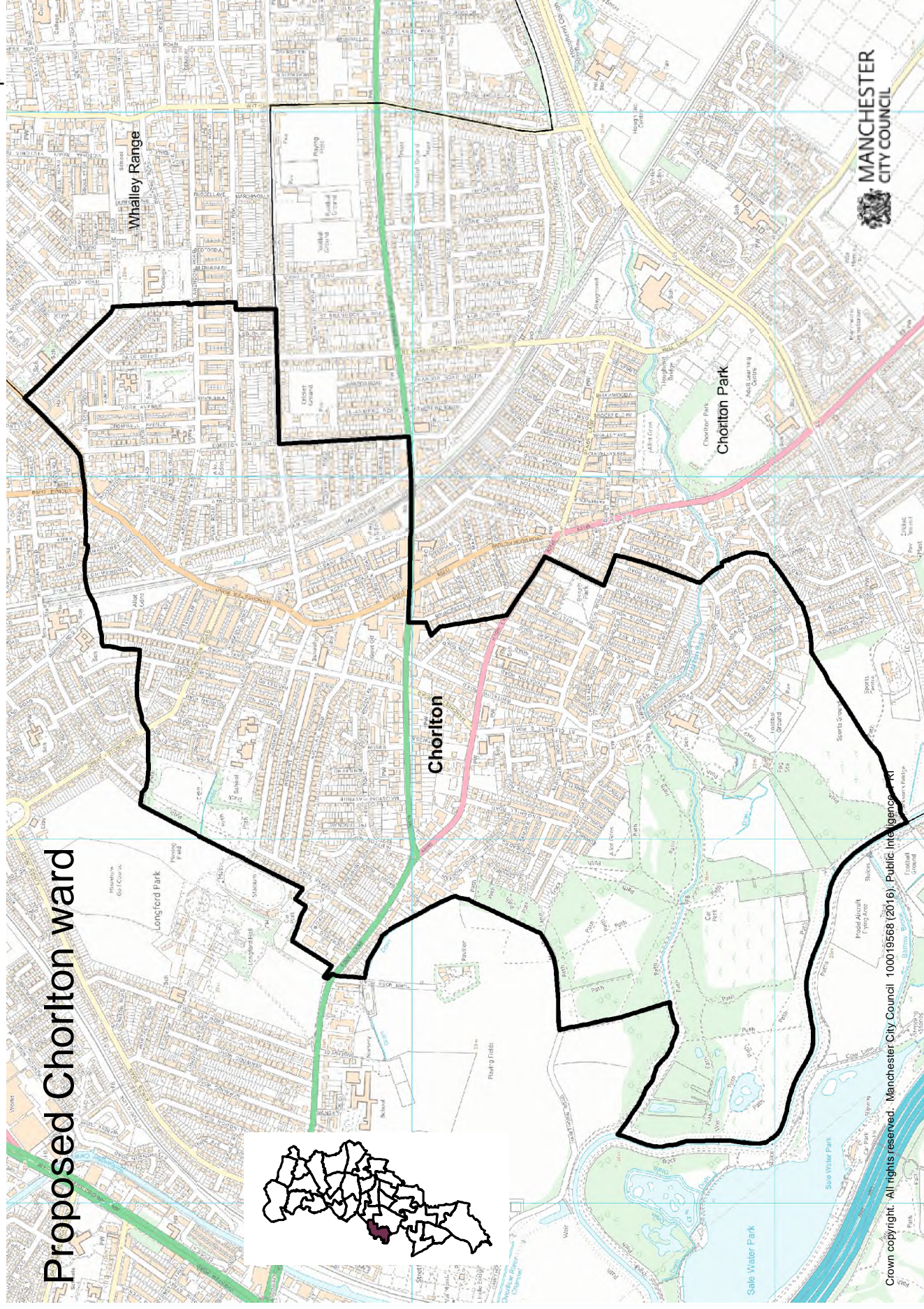
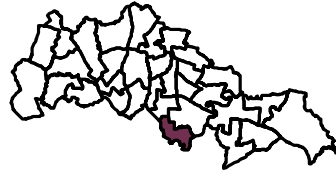
Proposed Moss Side ward



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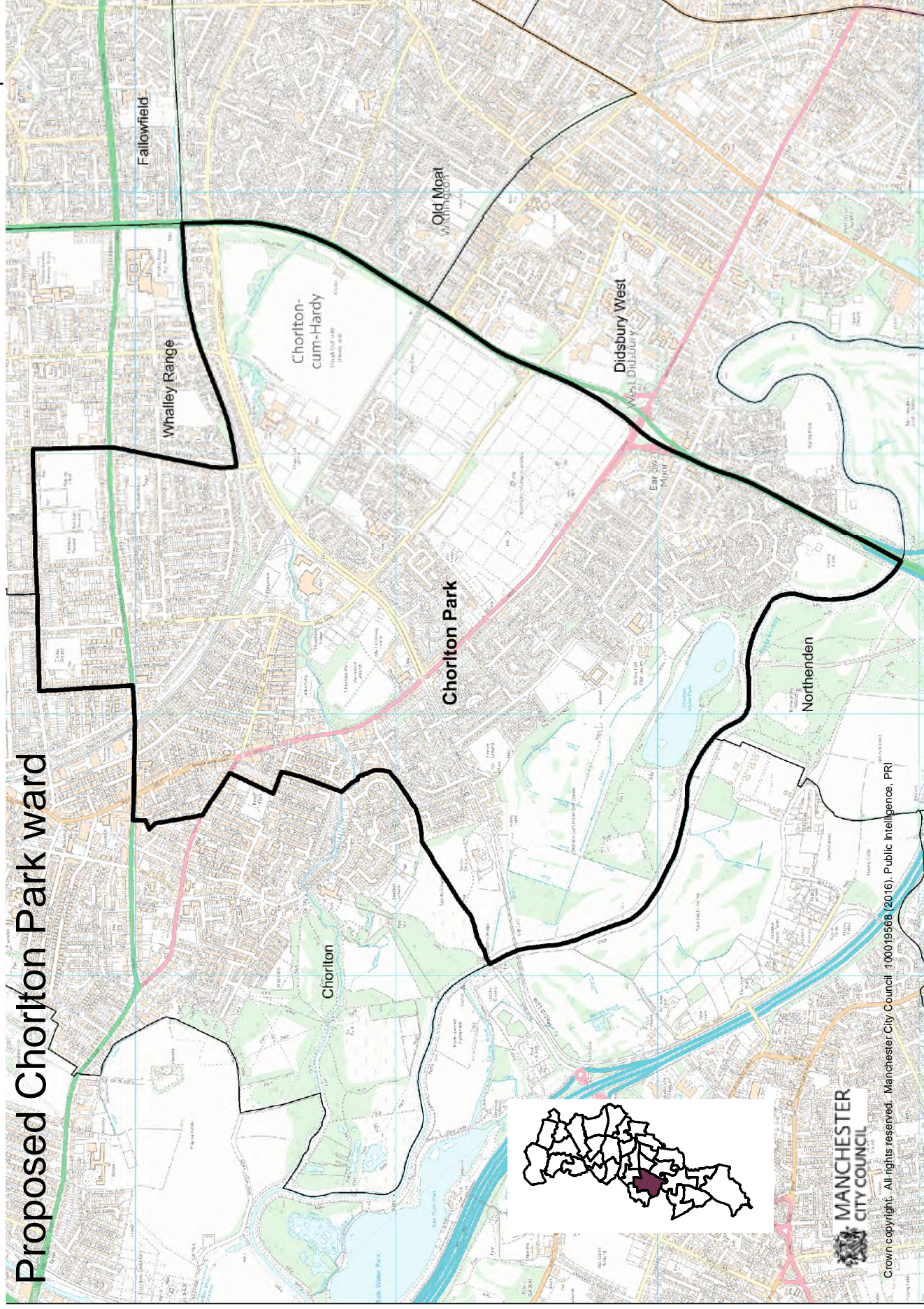


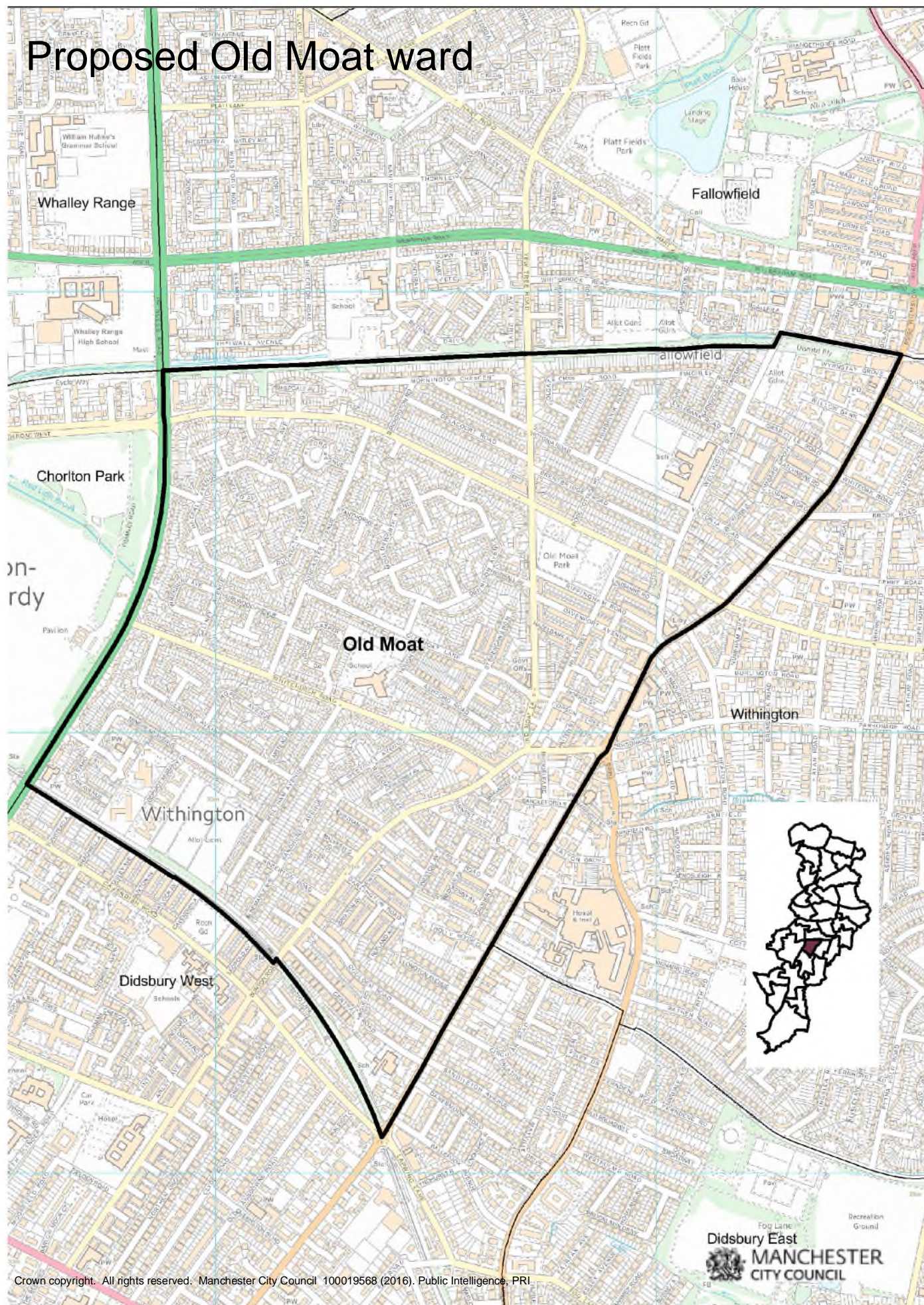
Proposed Chorlton ward

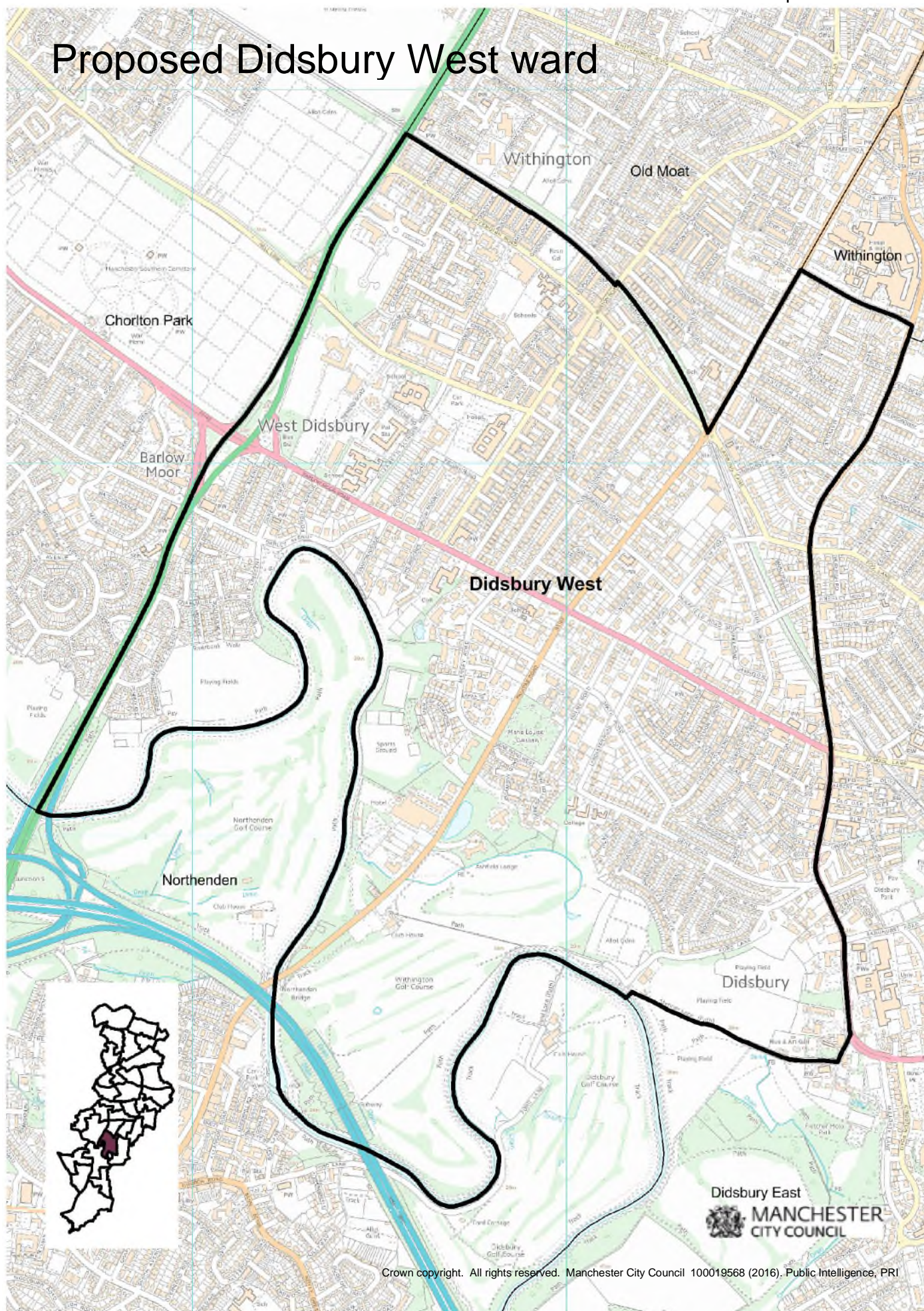


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Proposed Chorlton Park ward



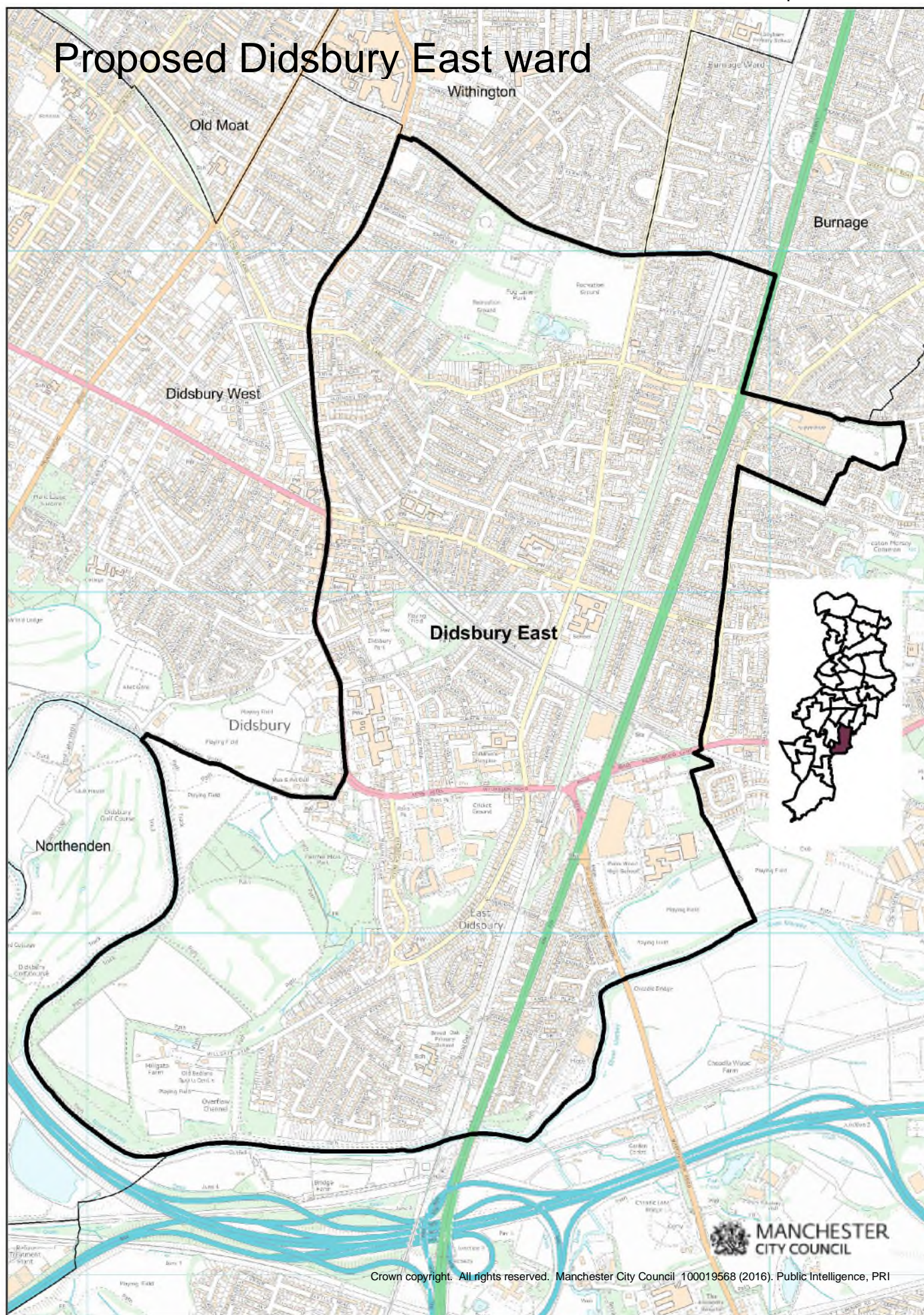


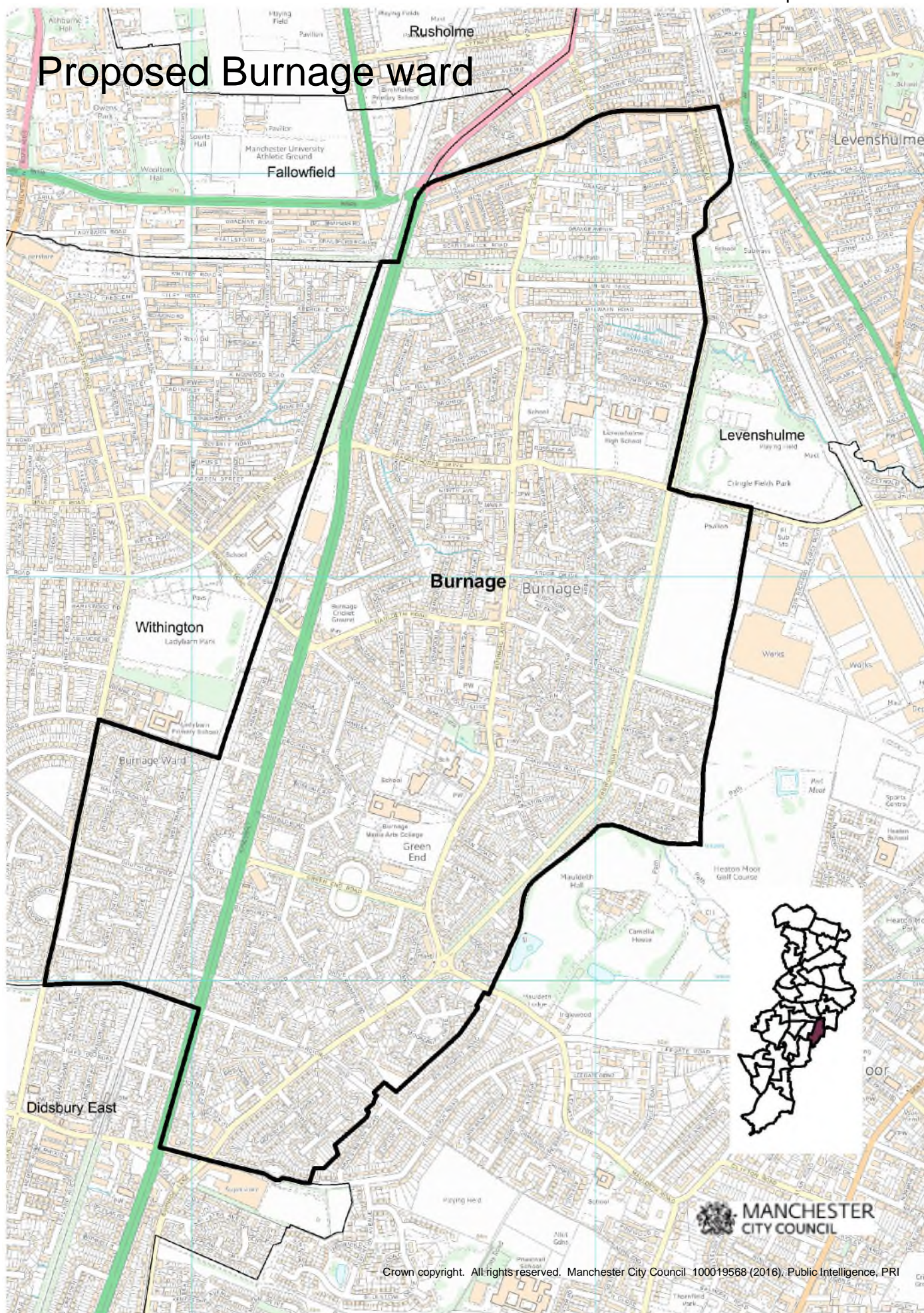


Proposed Withington ward

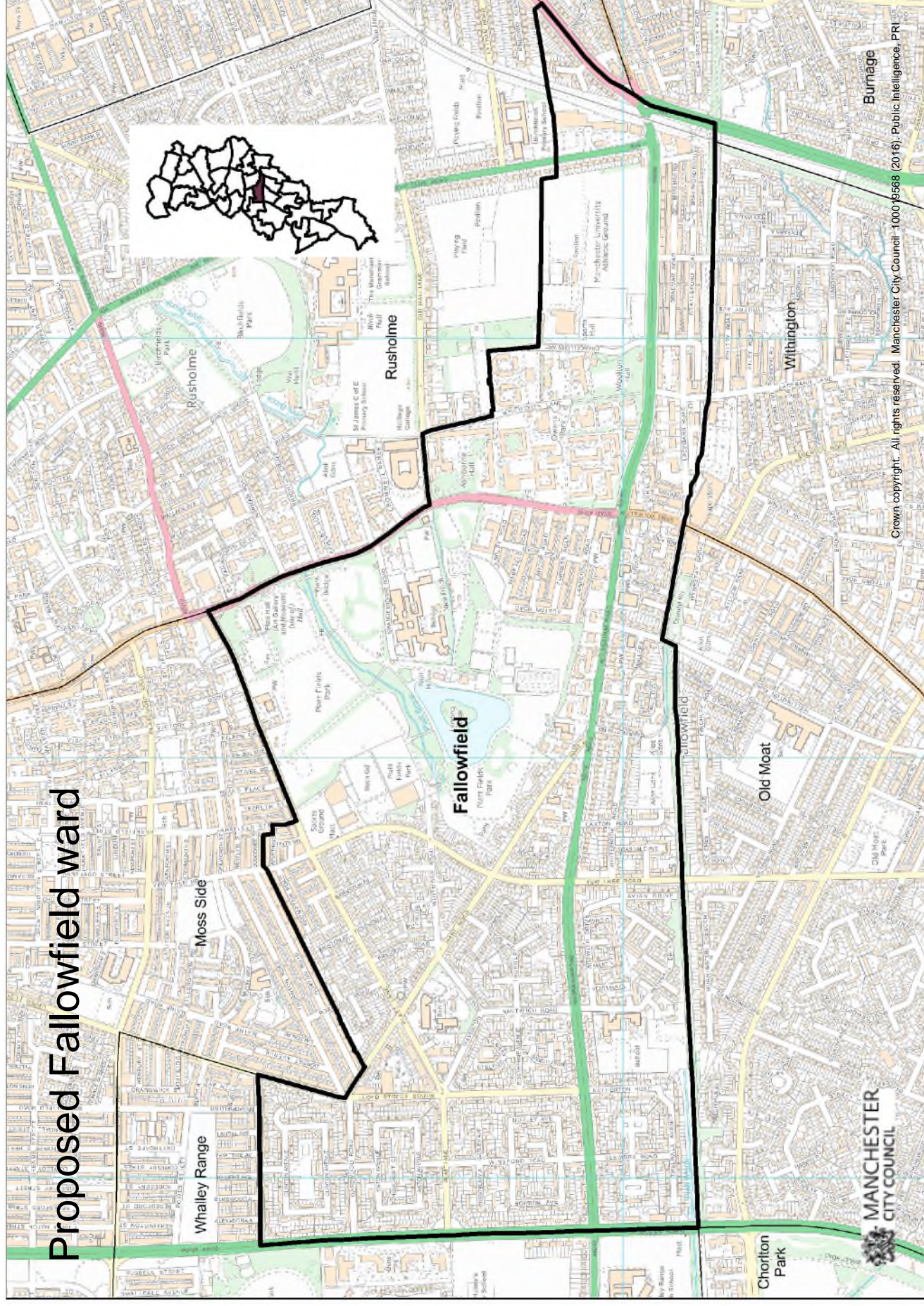
Manchester City Council

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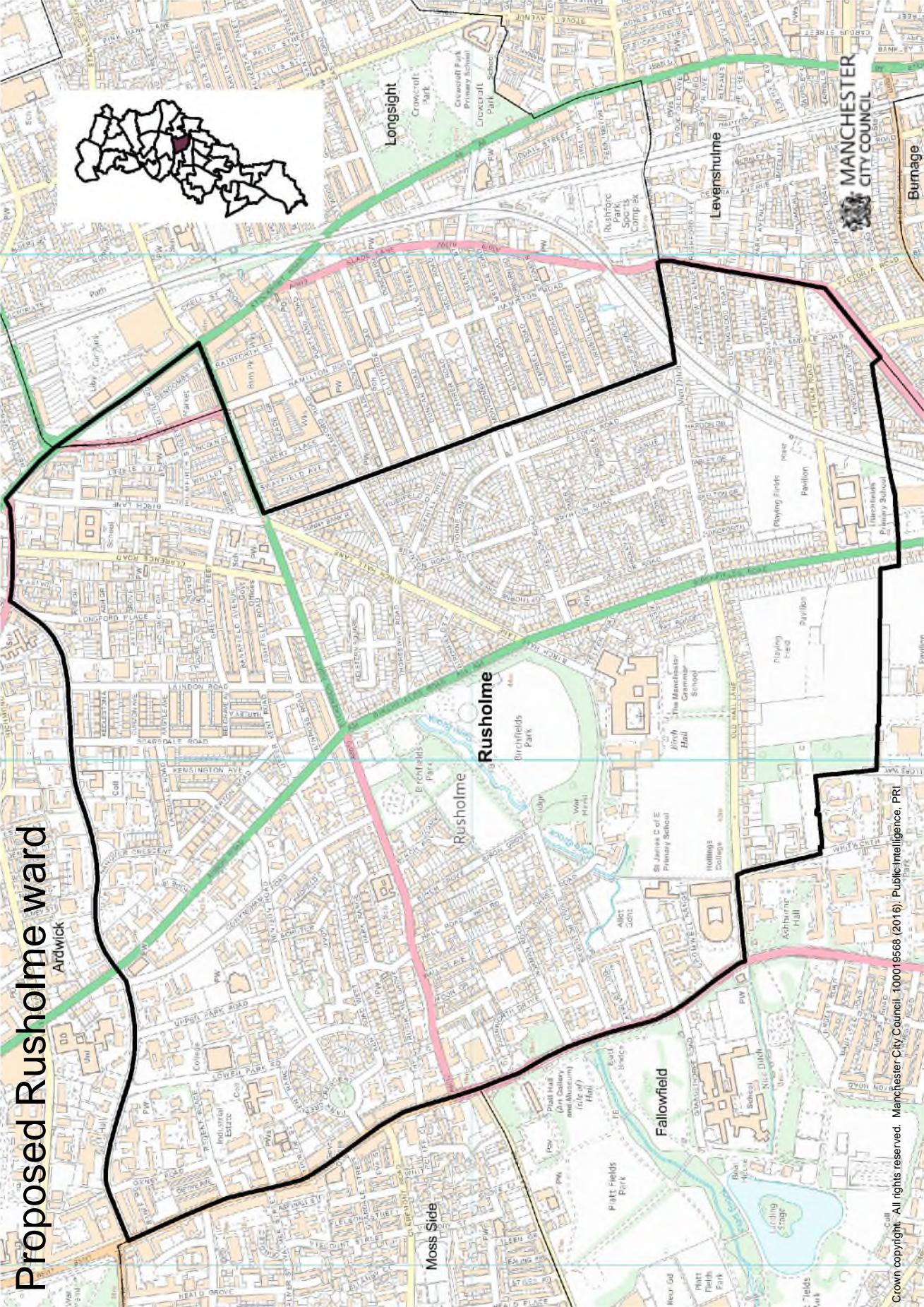


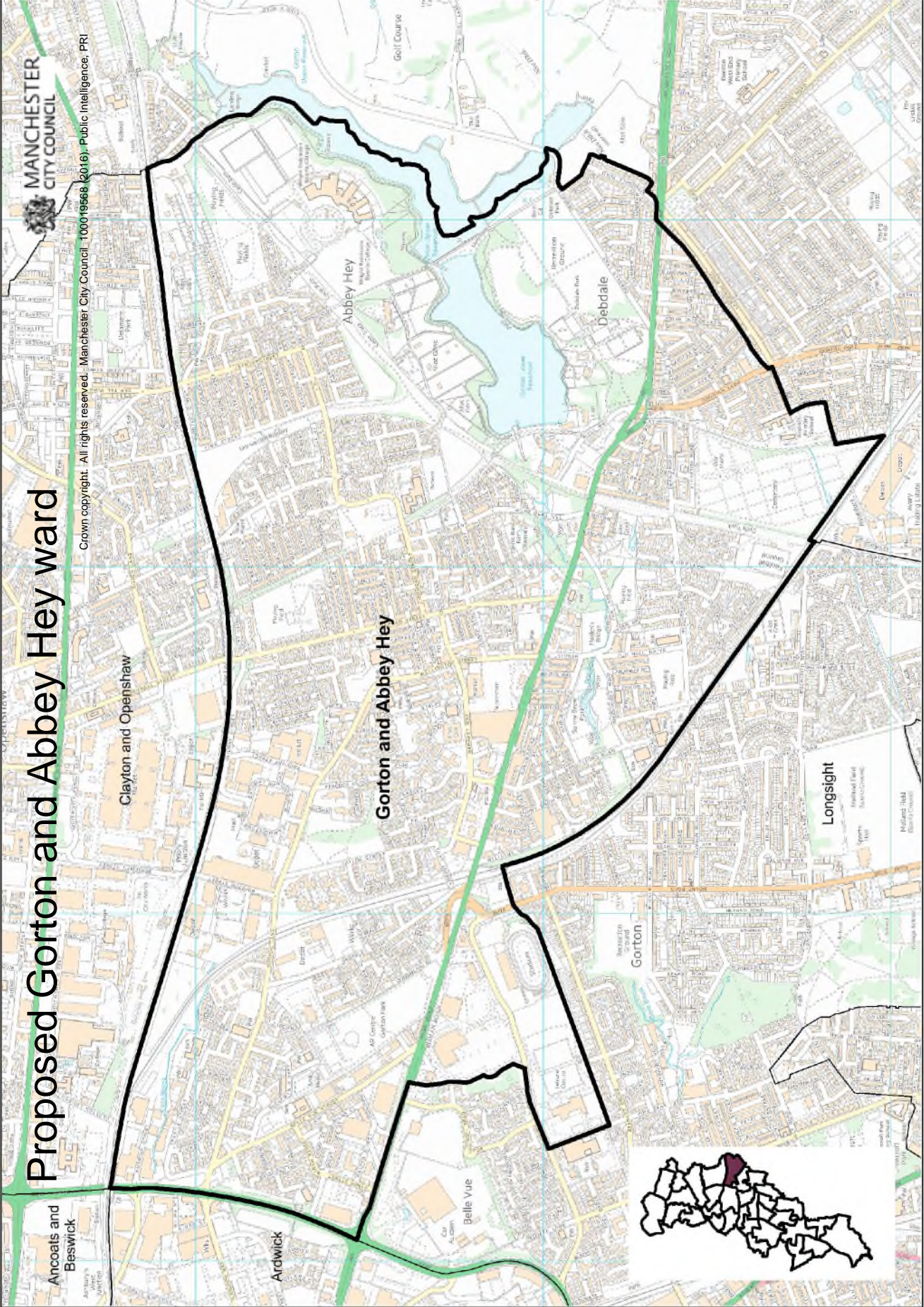


Proposed Fallowfield ward

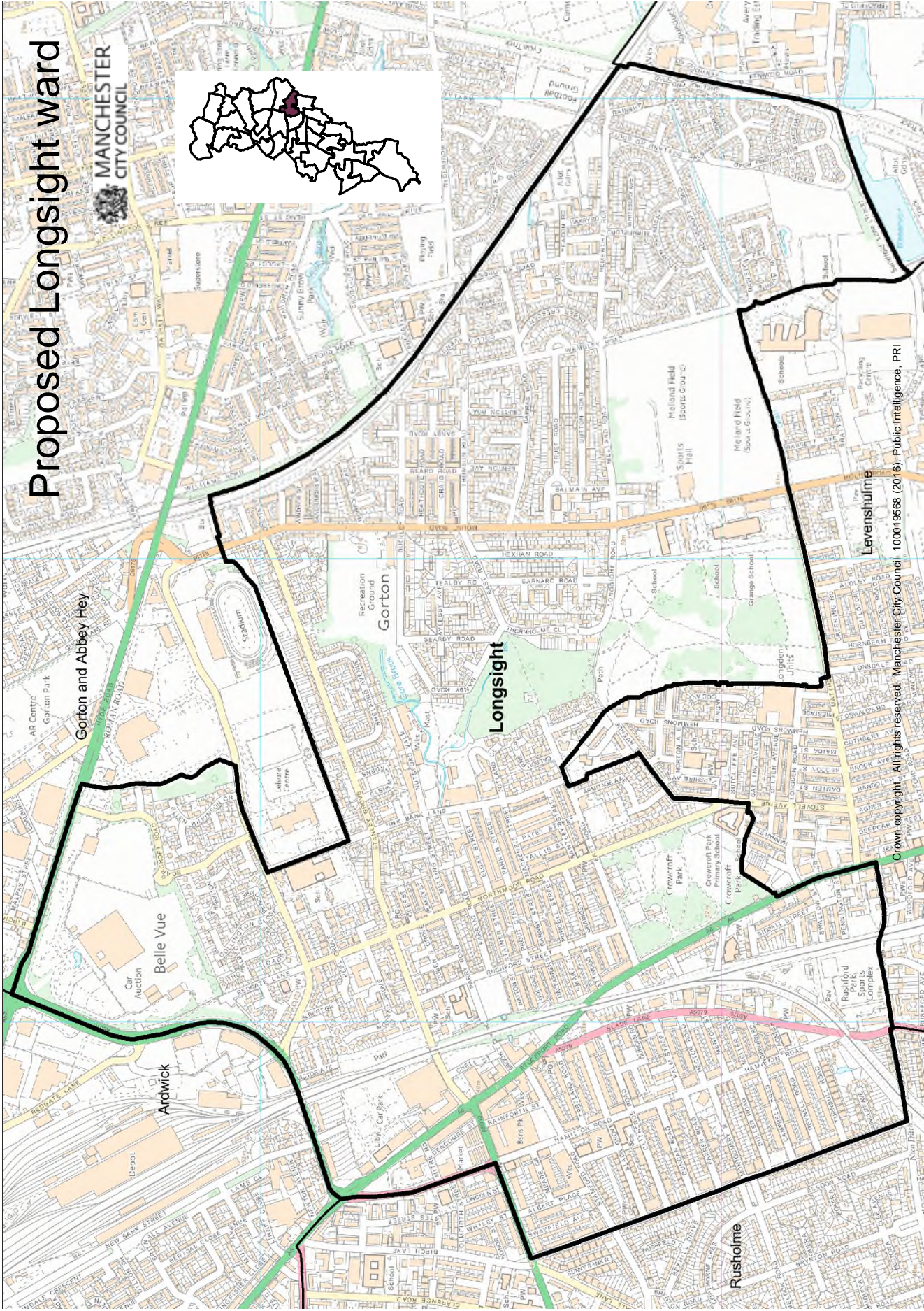
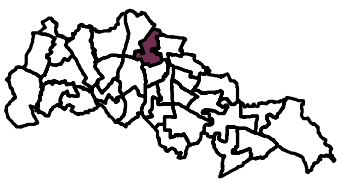


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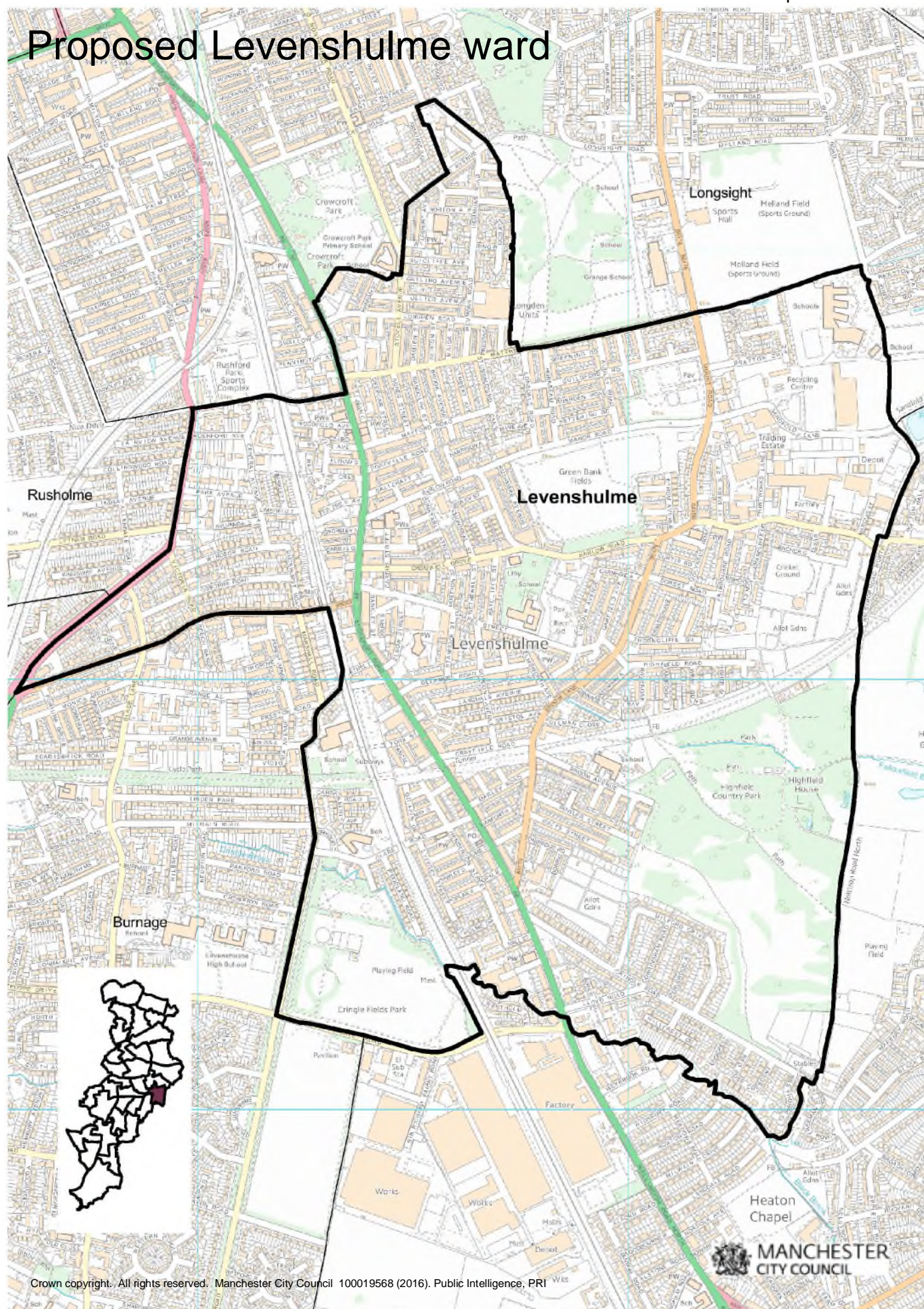


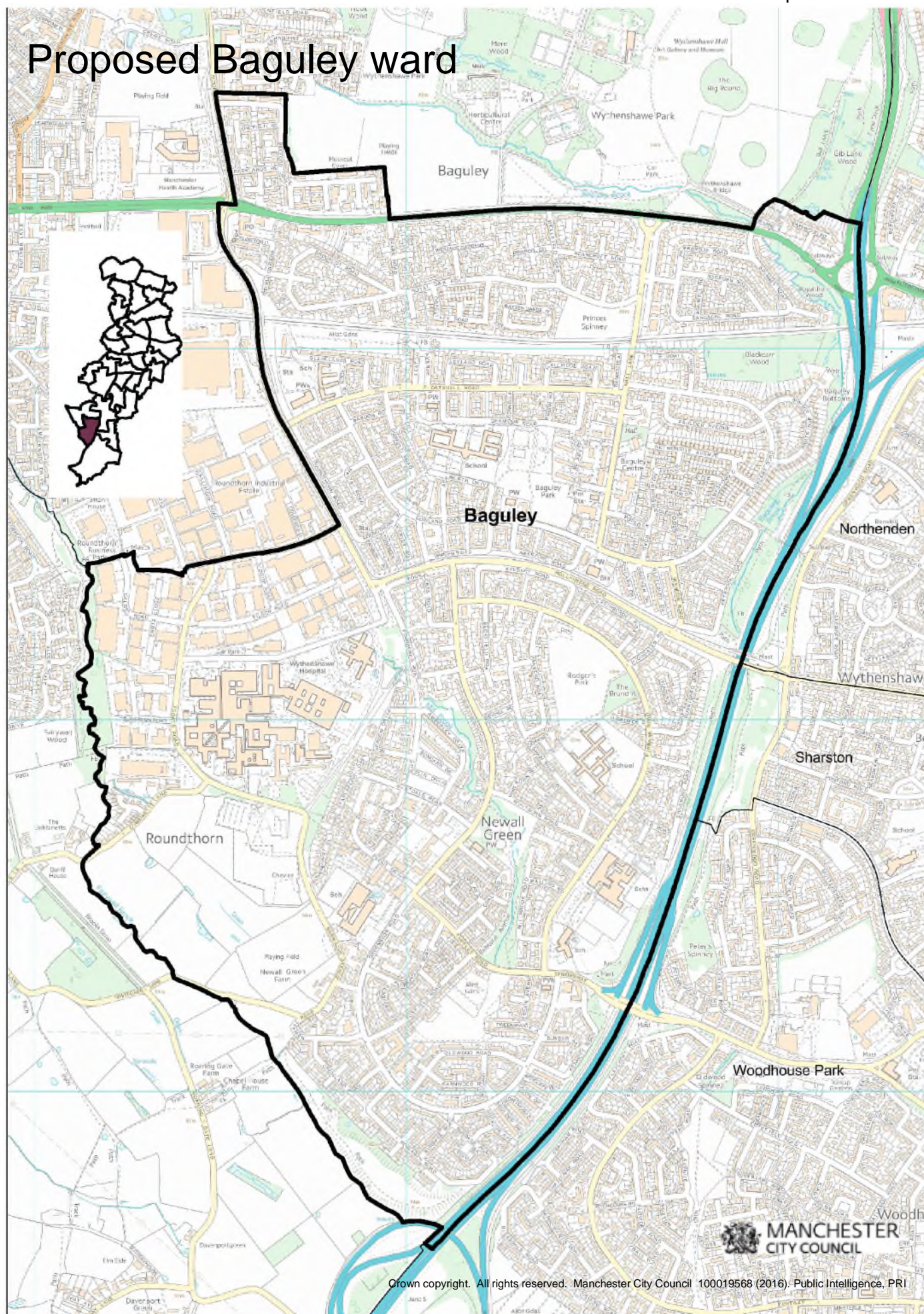
Proposed Longsight ward



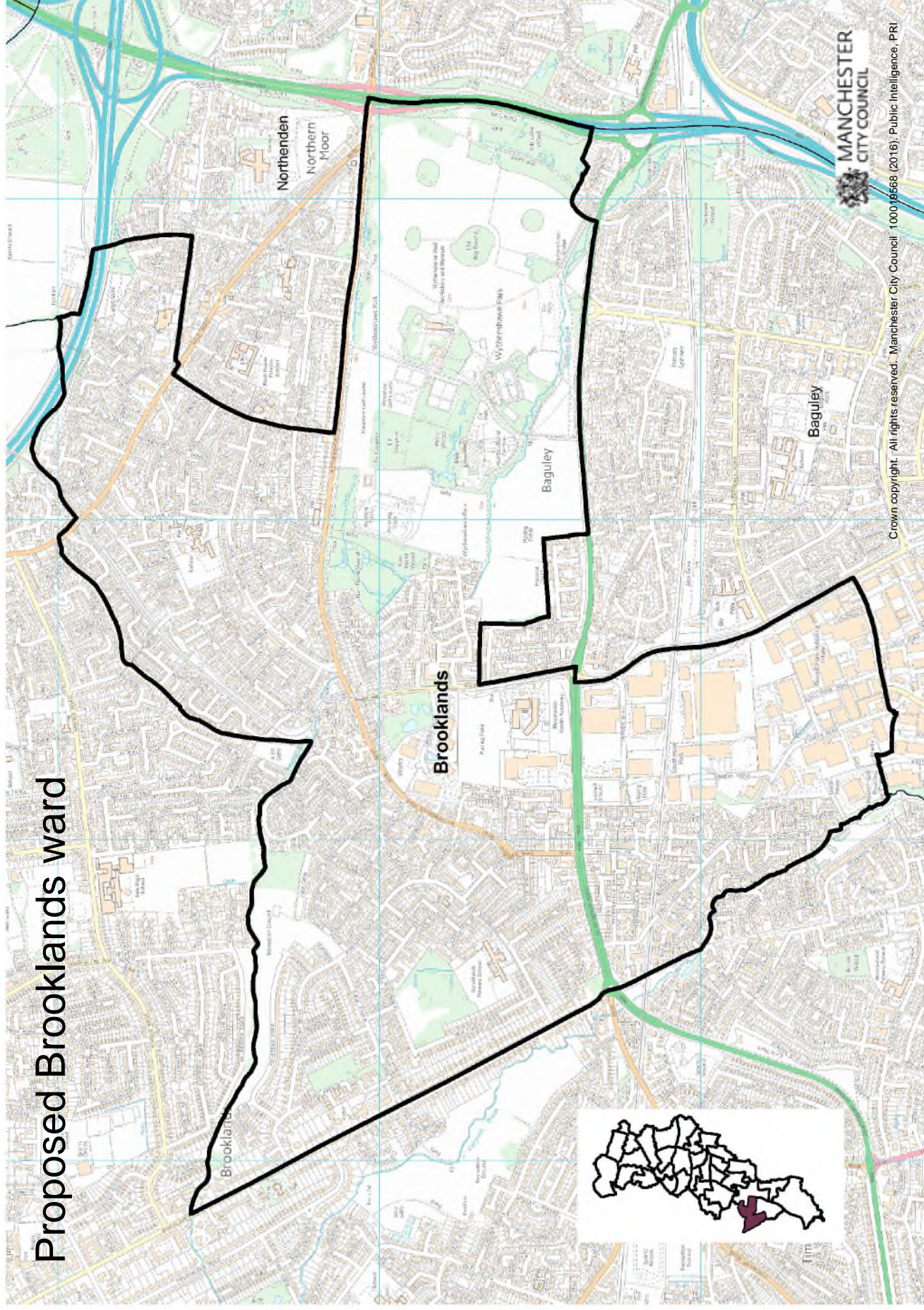
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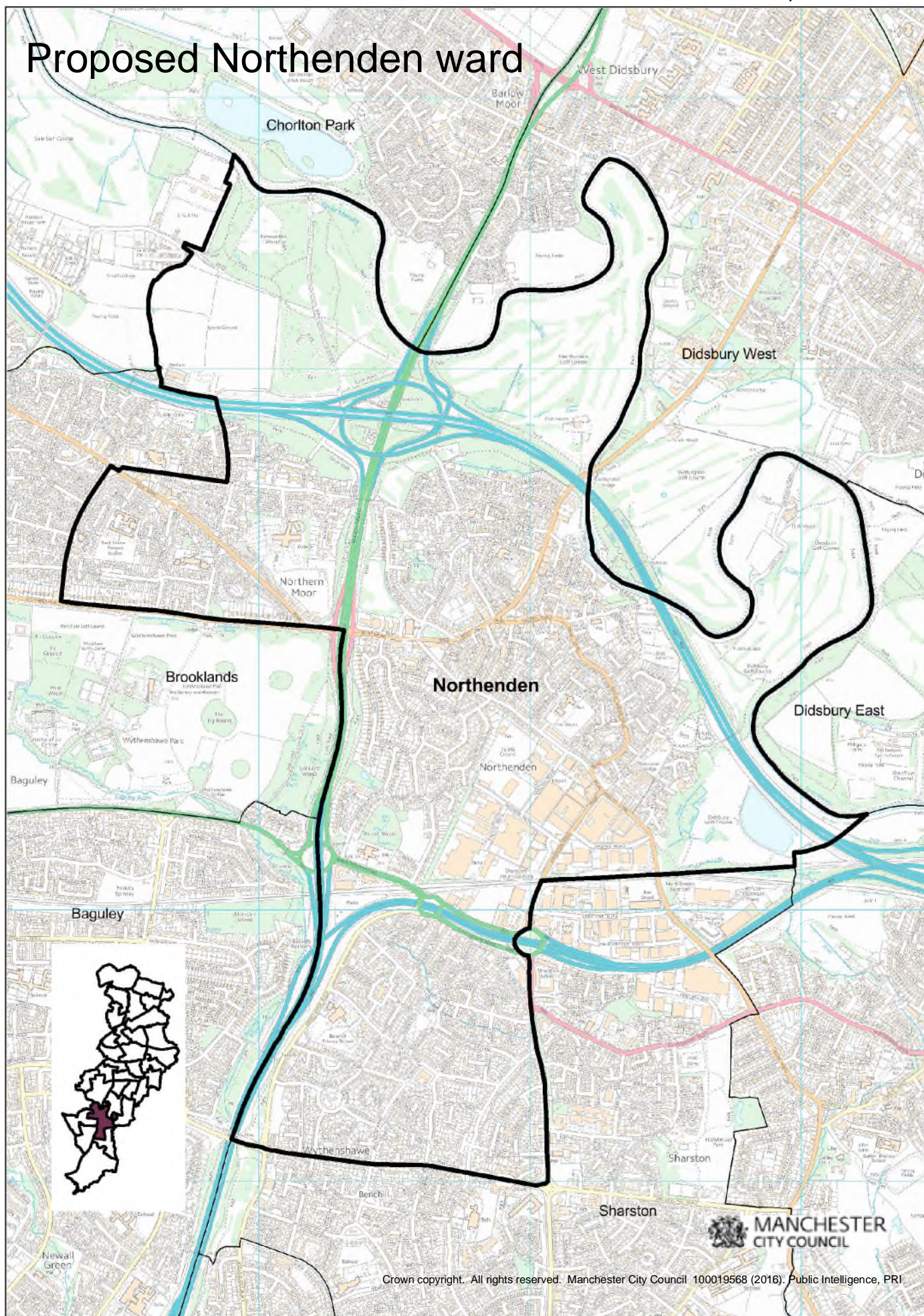
Proposed Levenshulme ward

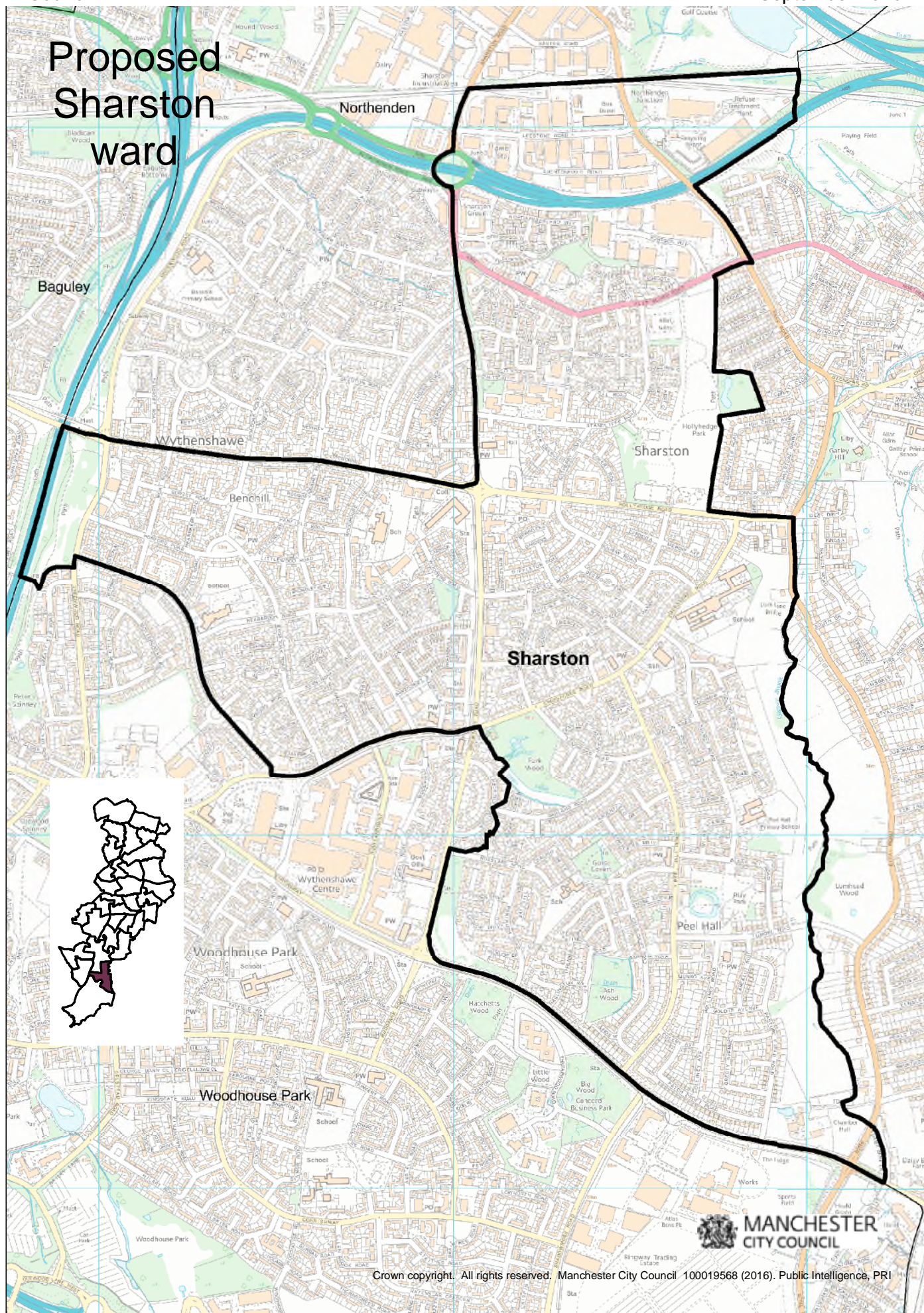


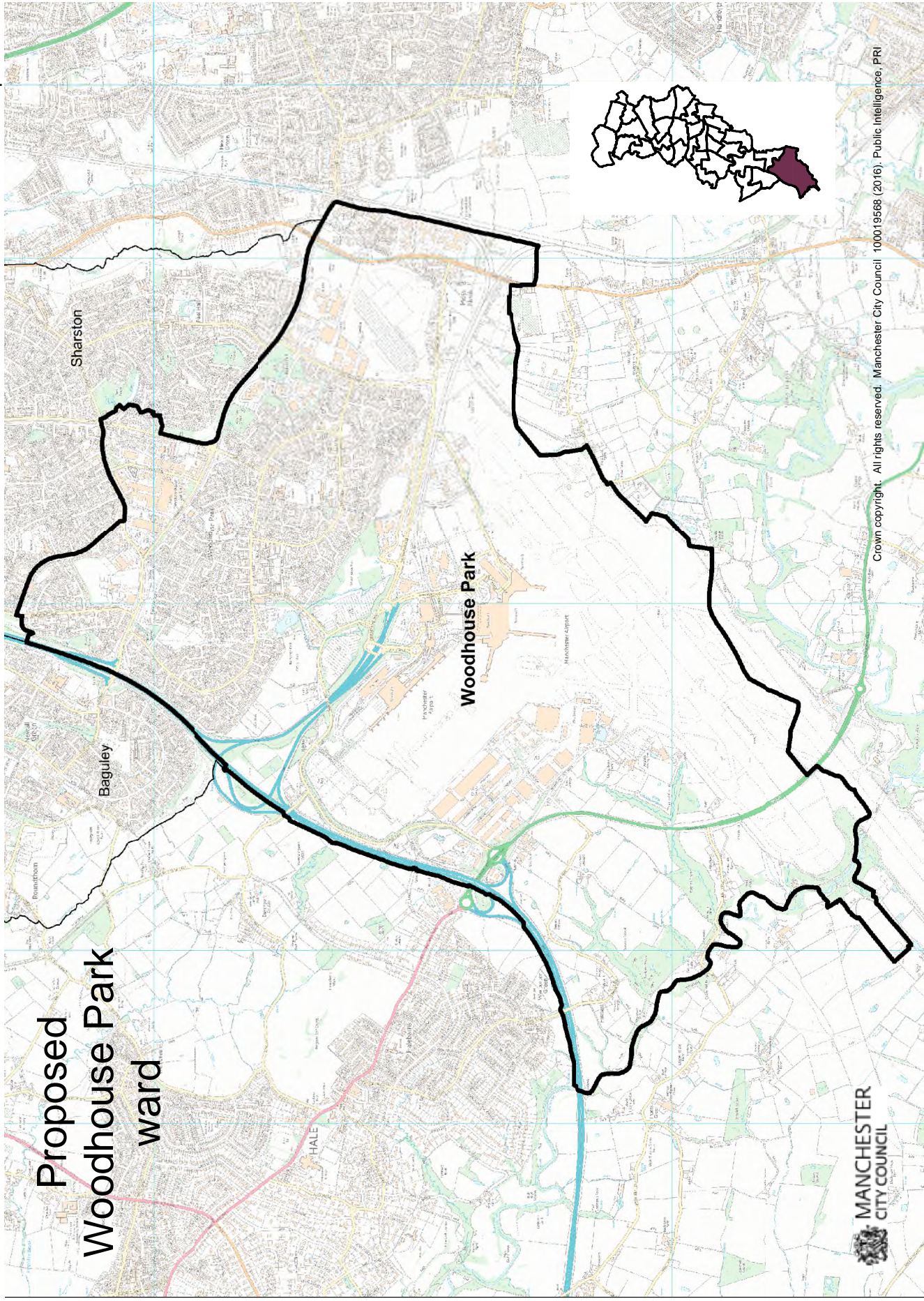


Proposed Brooklands ward







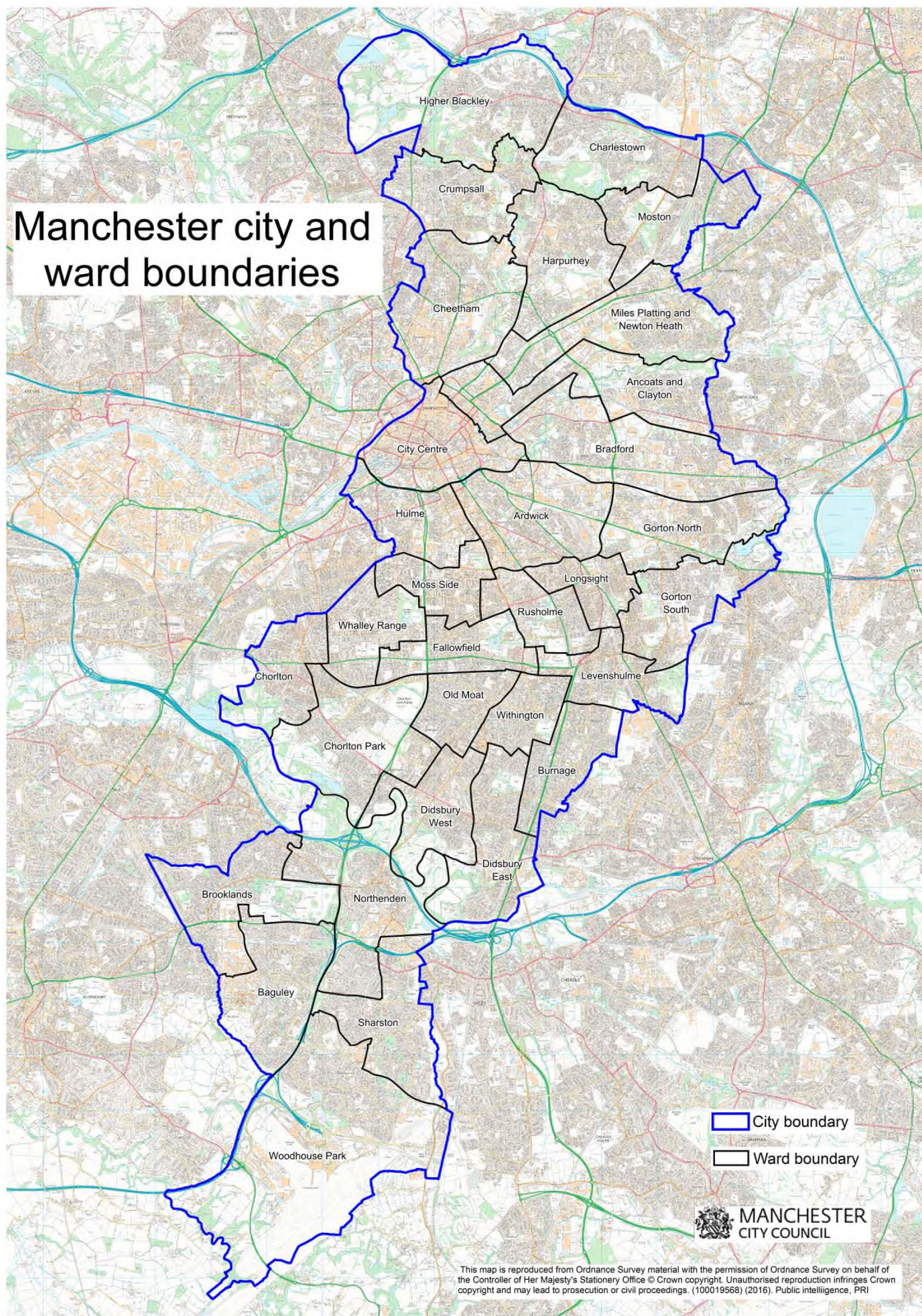


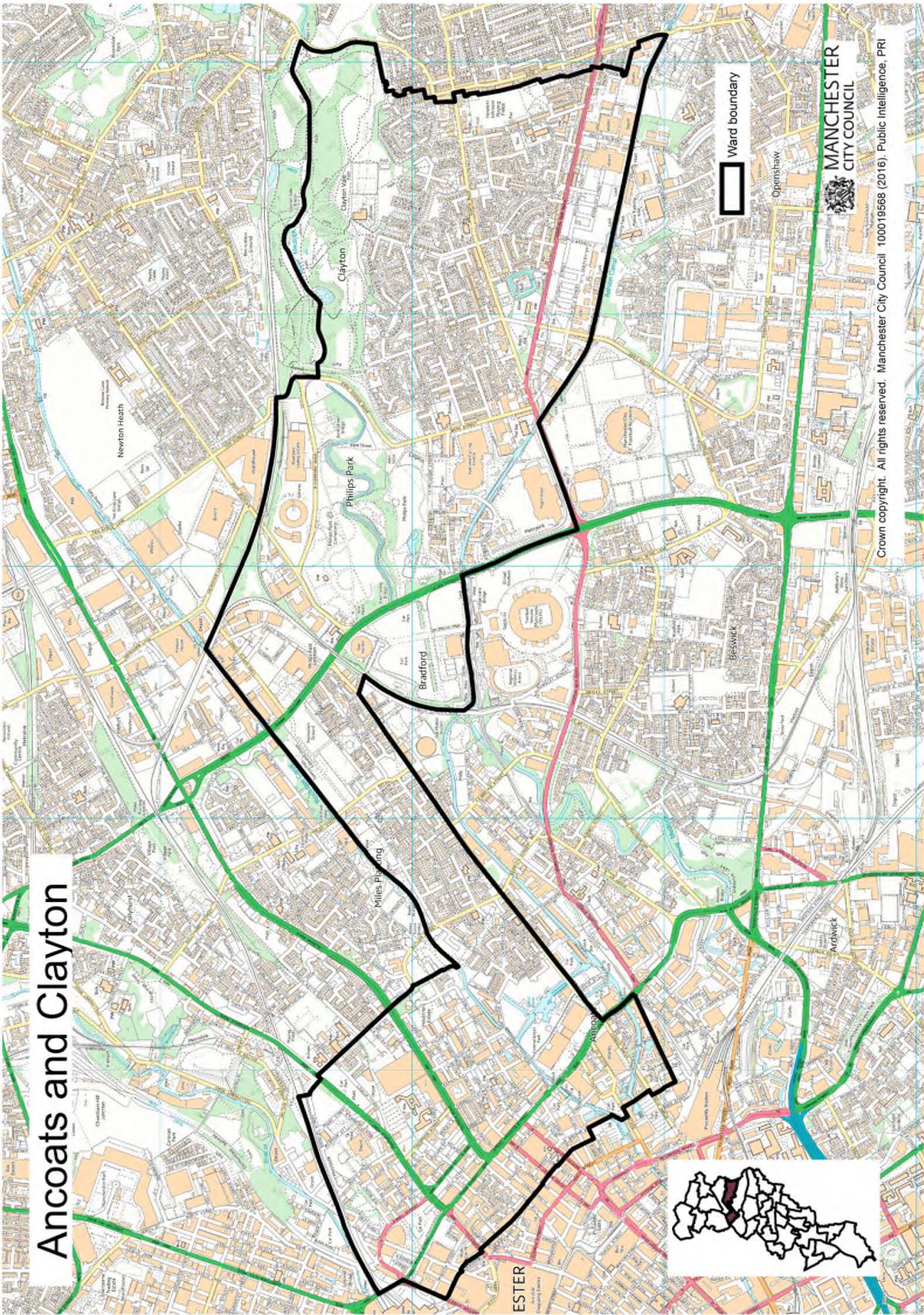
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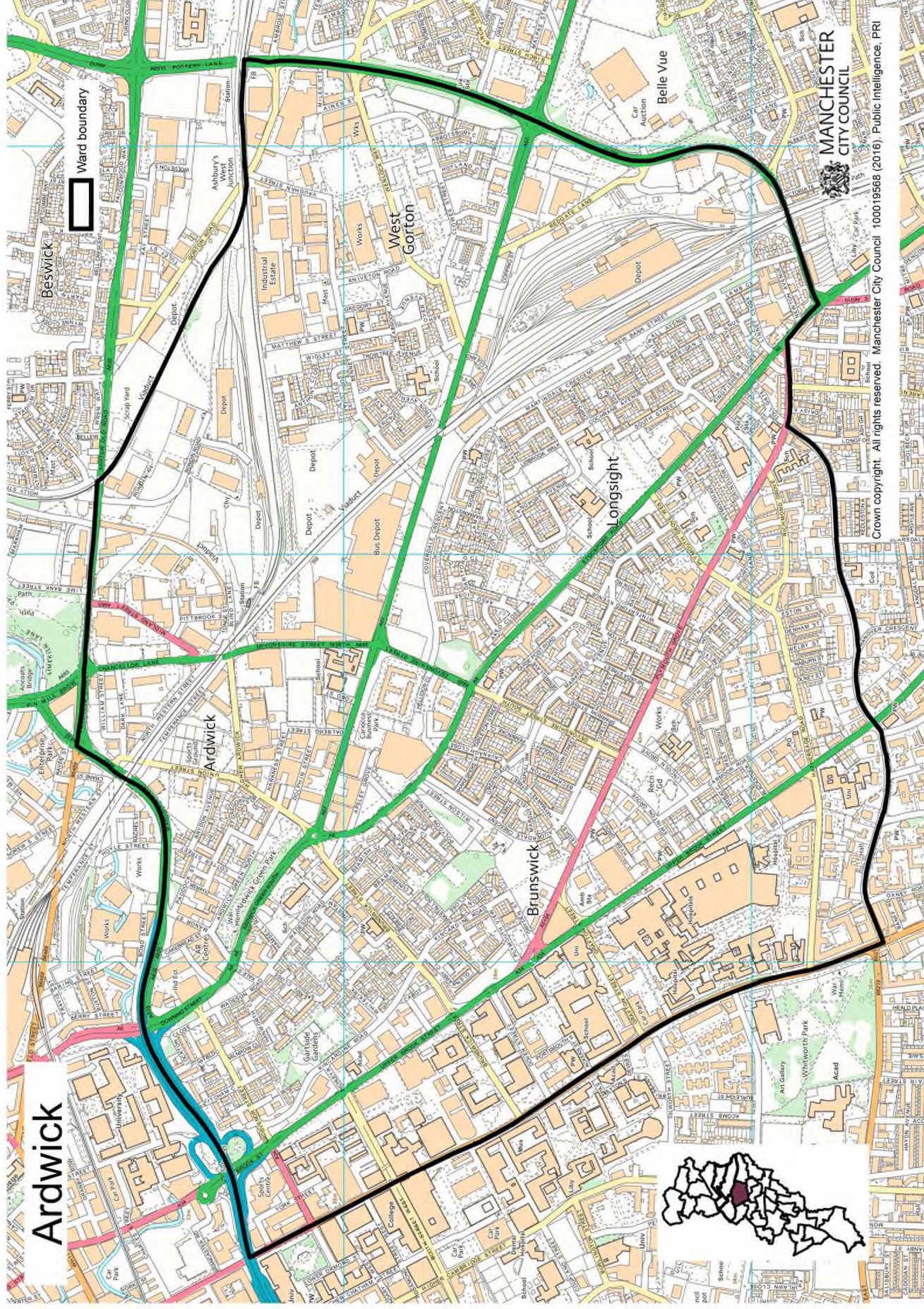
Appendix 6

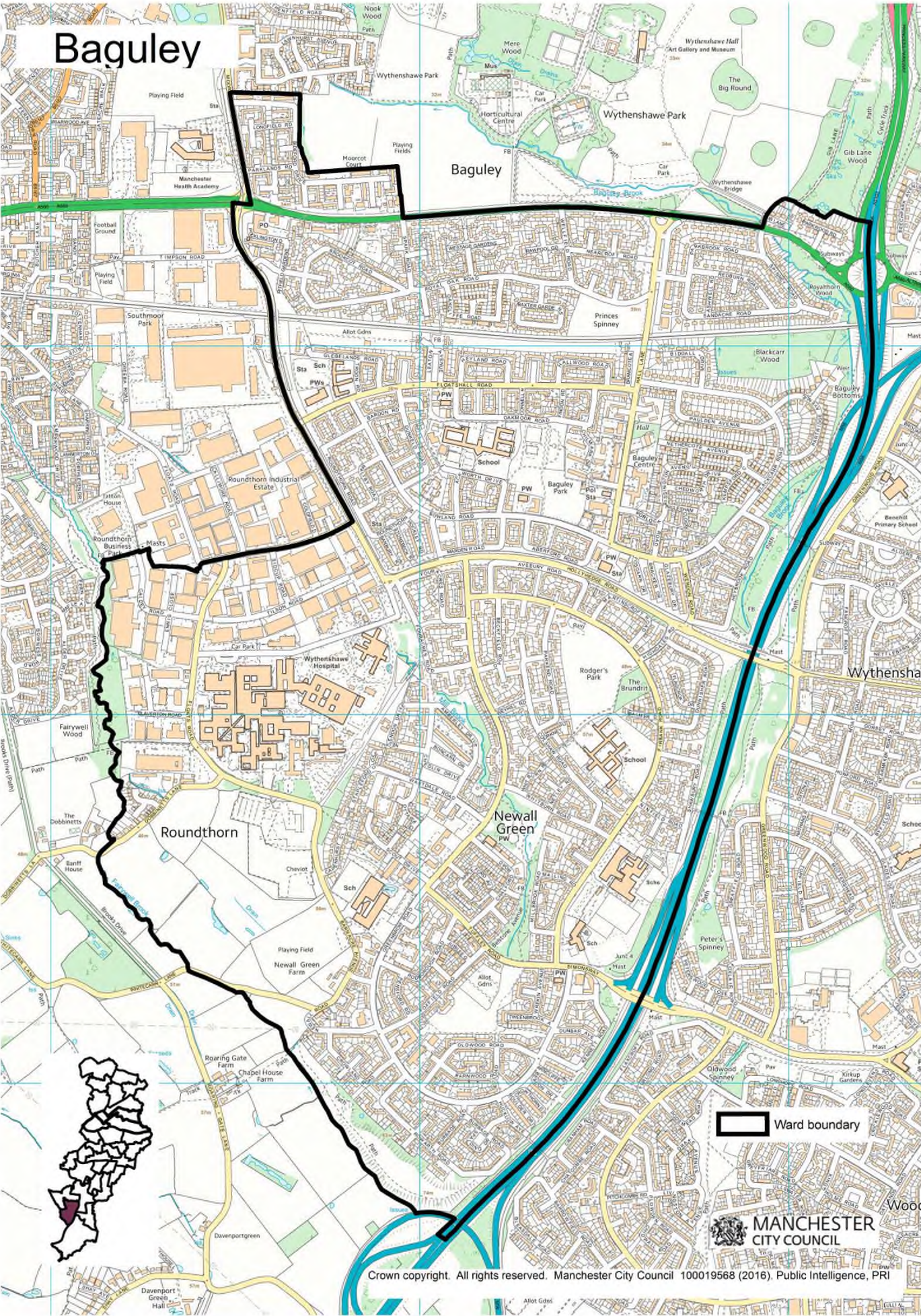
Current ward boundaries

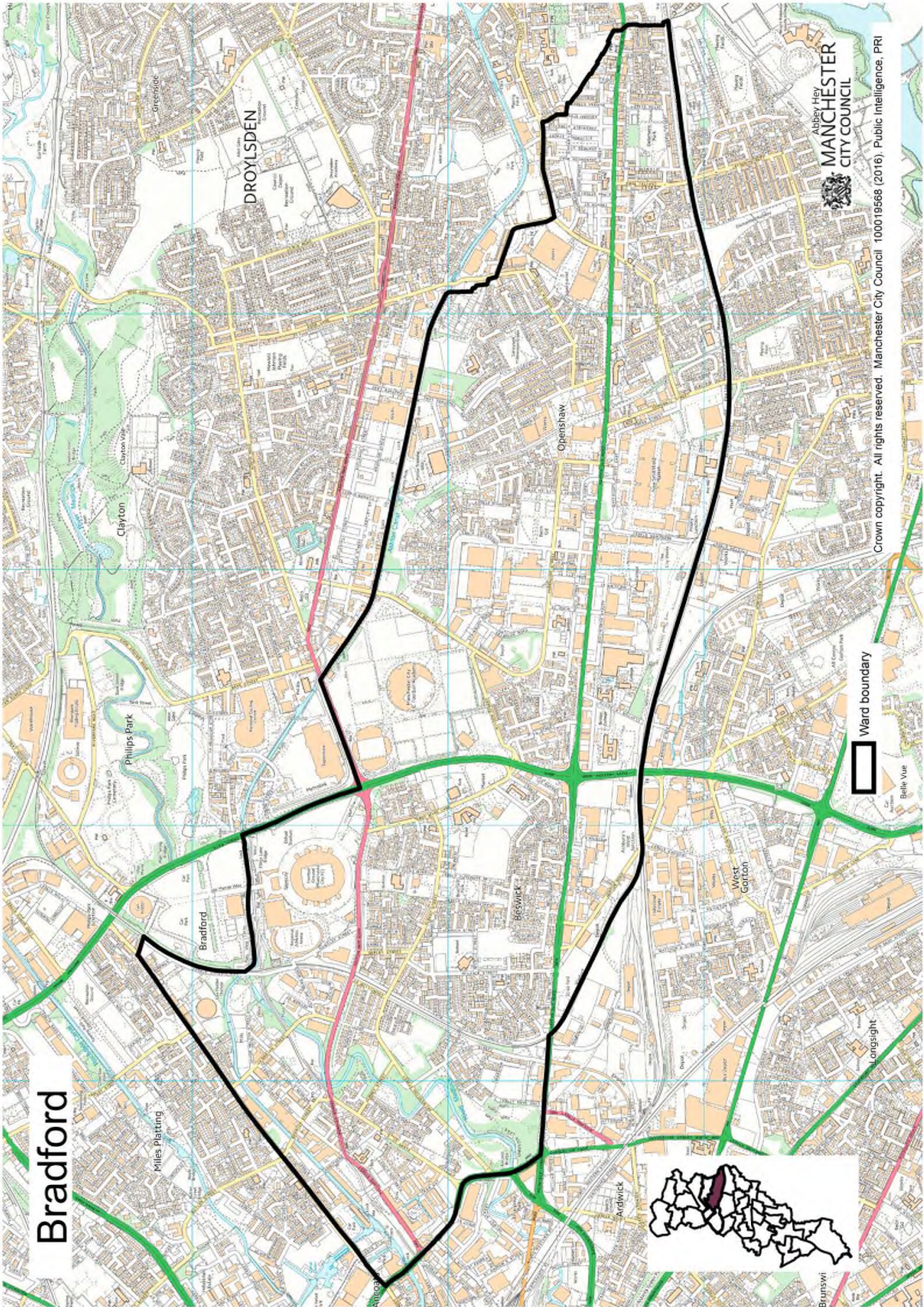
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Chorlton Park
City Centre
Crumpsall
Didsbury East
Didsbury West
Fallowfield
Gorton North
Gorton South
Harpurhey
Higher Blackley
Hulme
Levenshulme
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Old Moat
Rusholme
Sharston
Whalley Range
Withington
Woodhouse Park

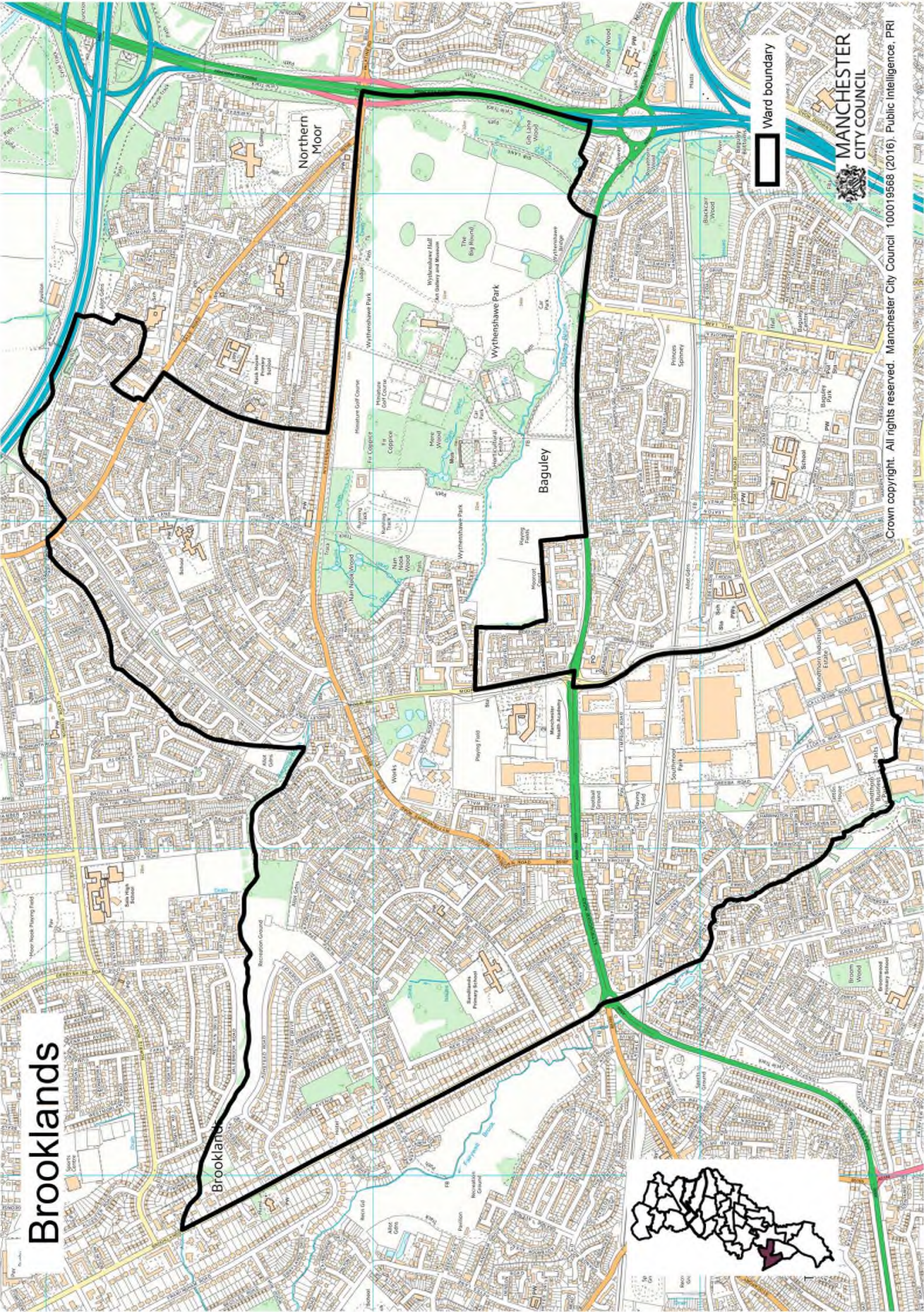


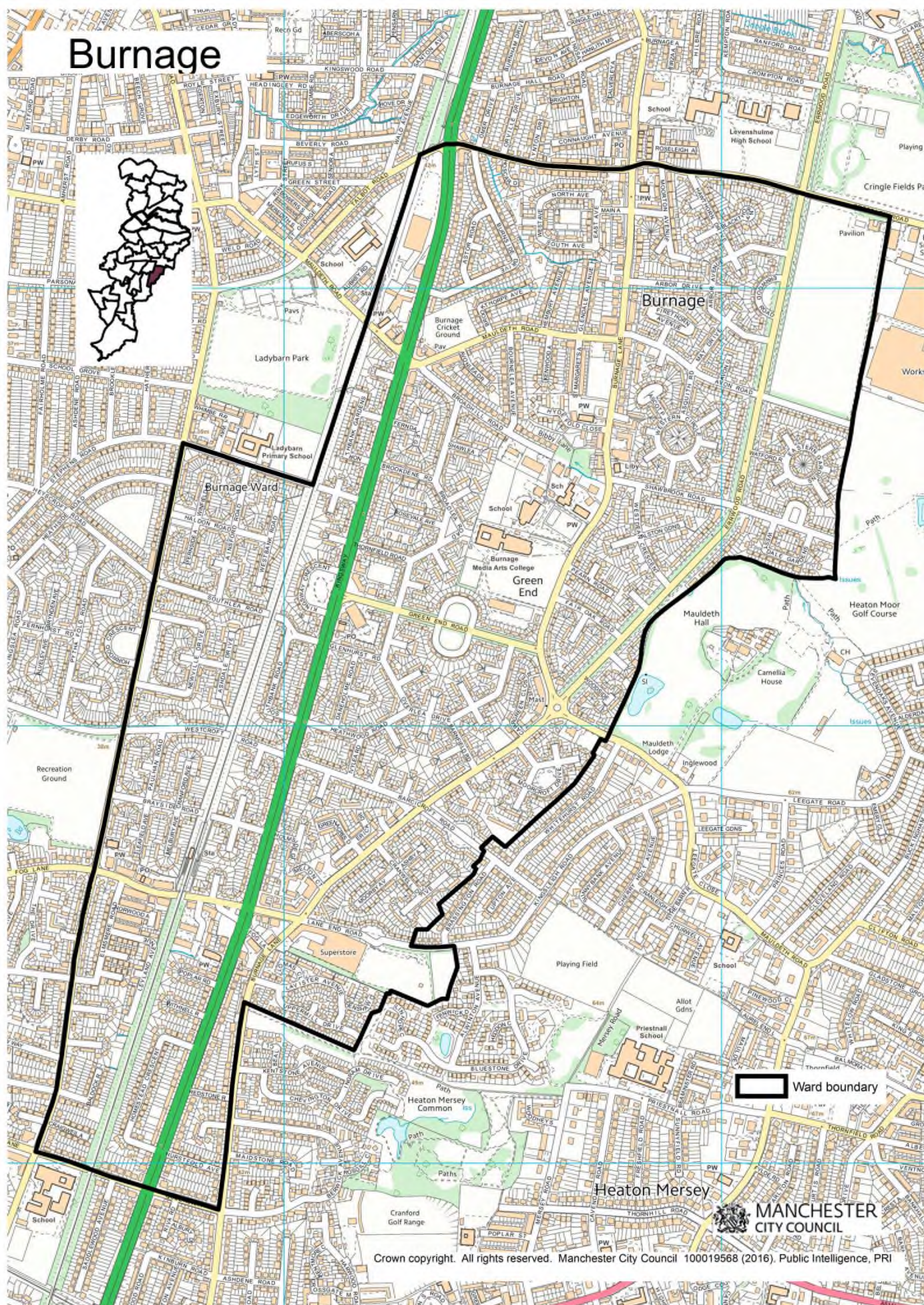


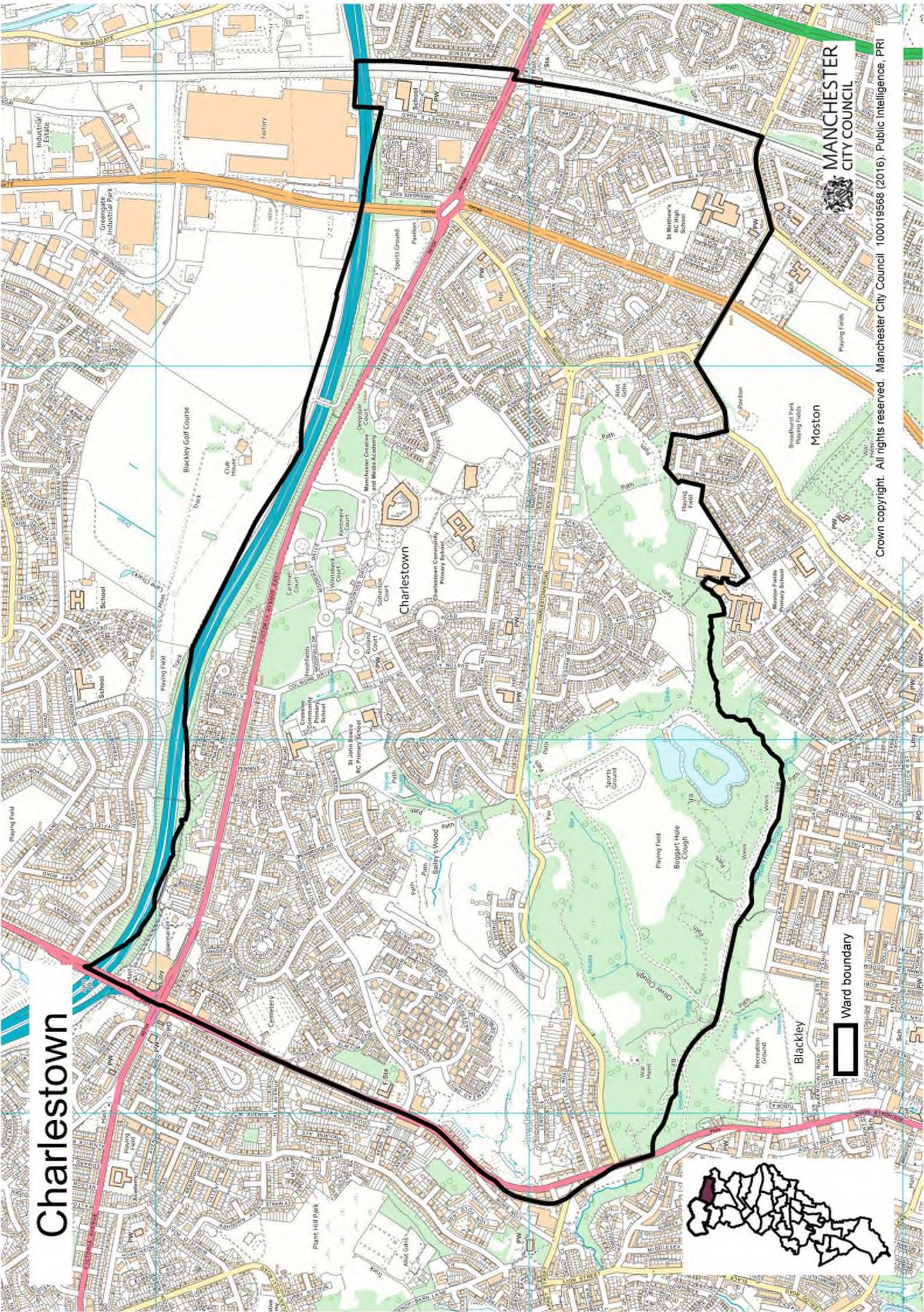


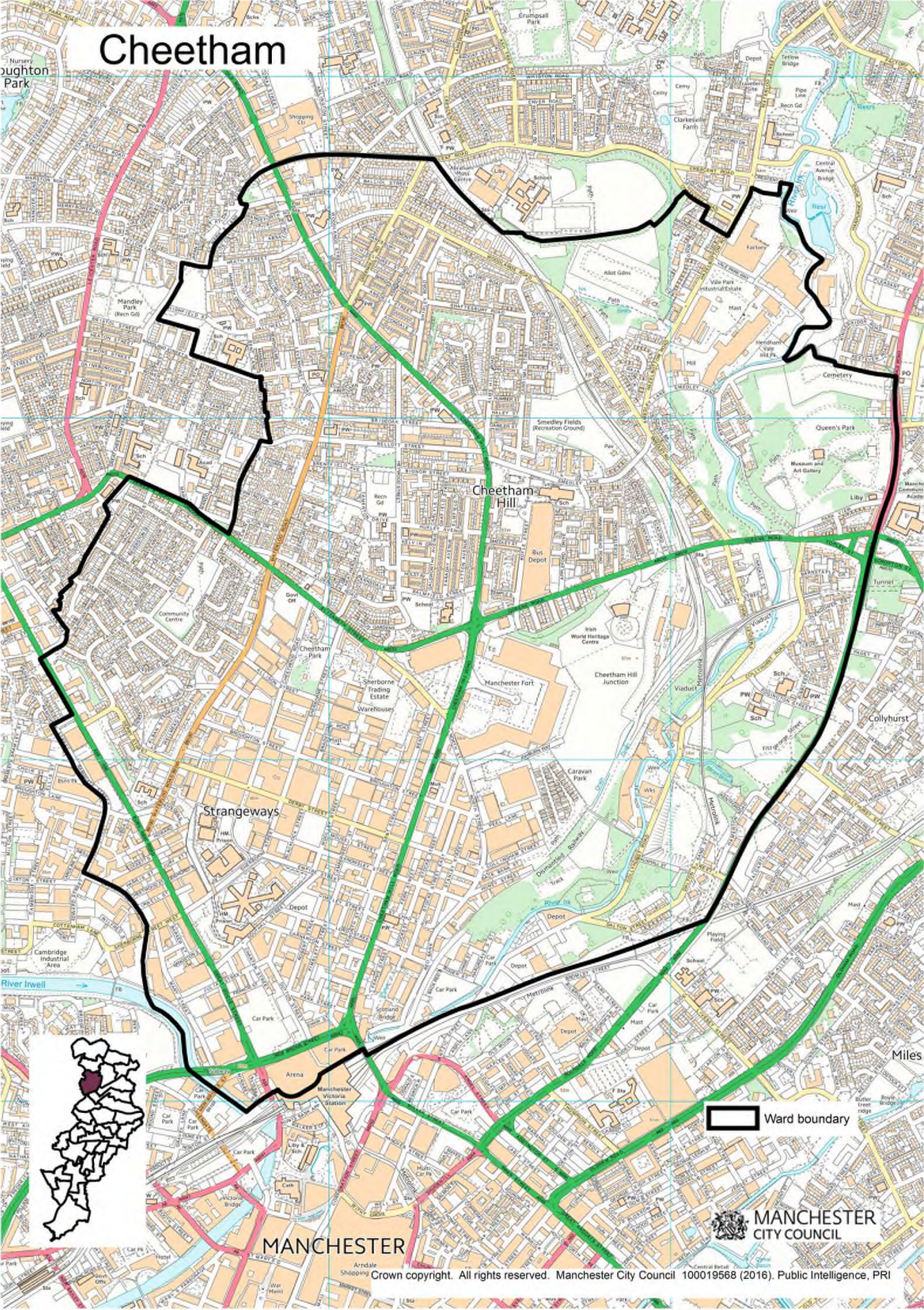


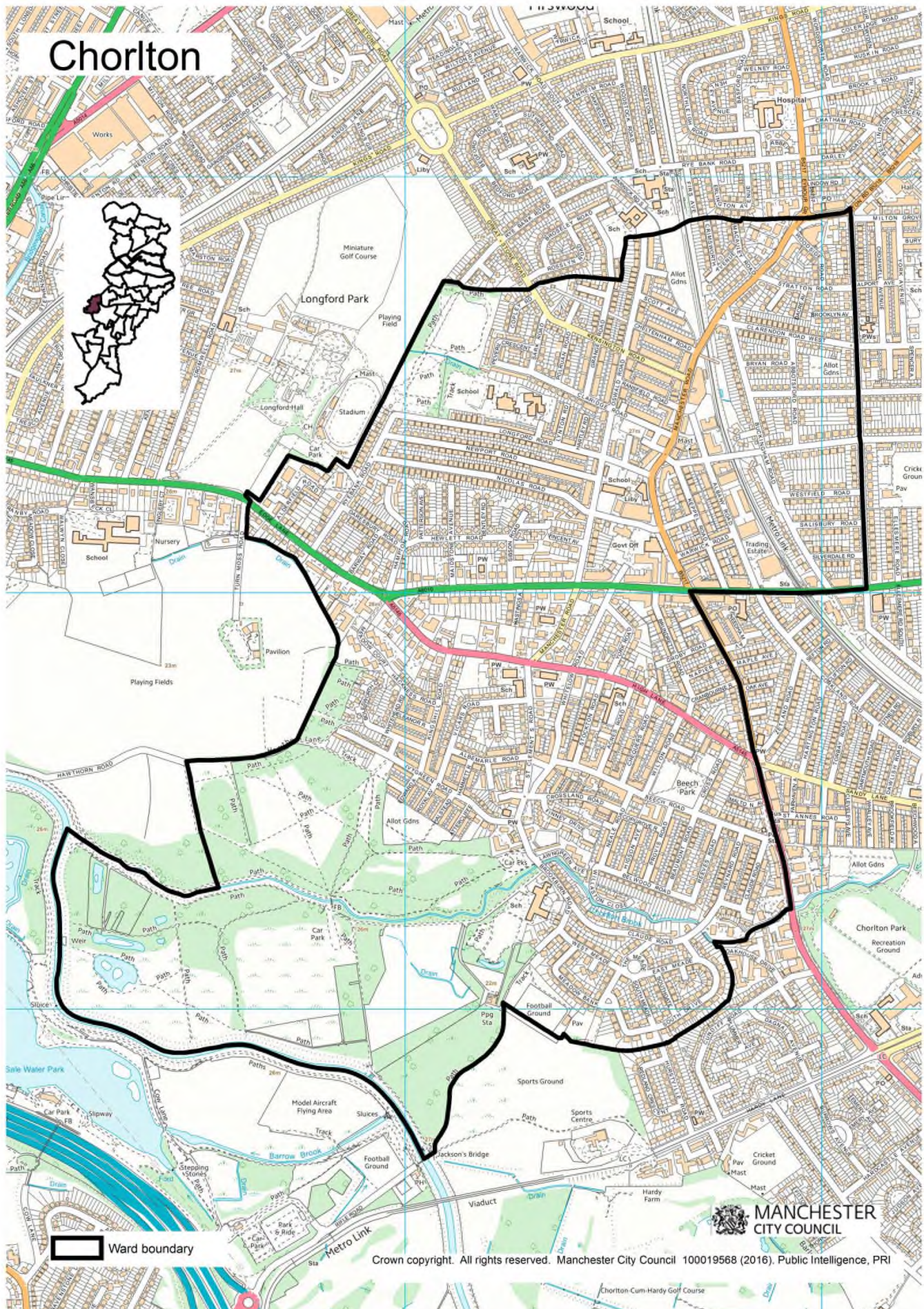




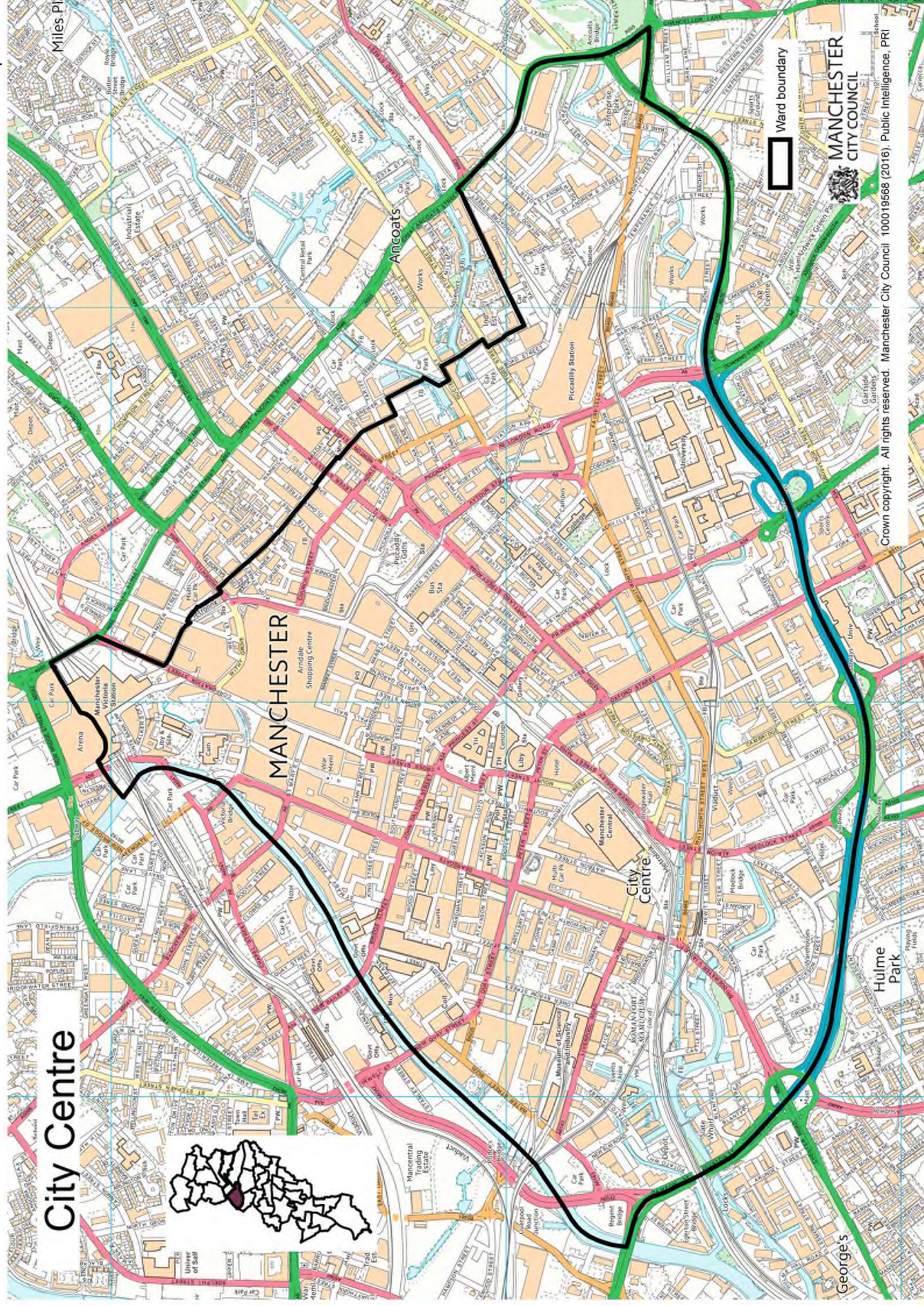


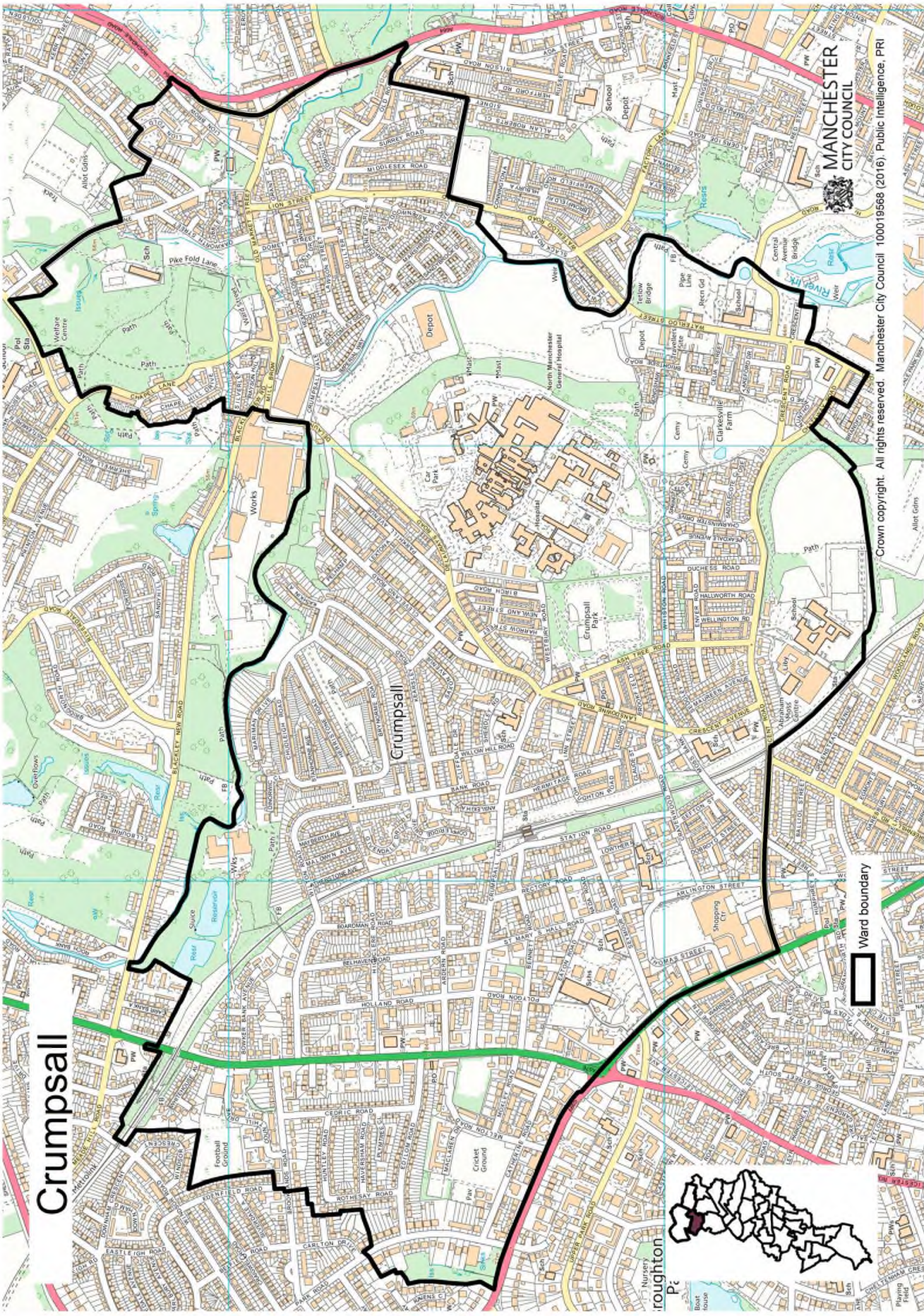


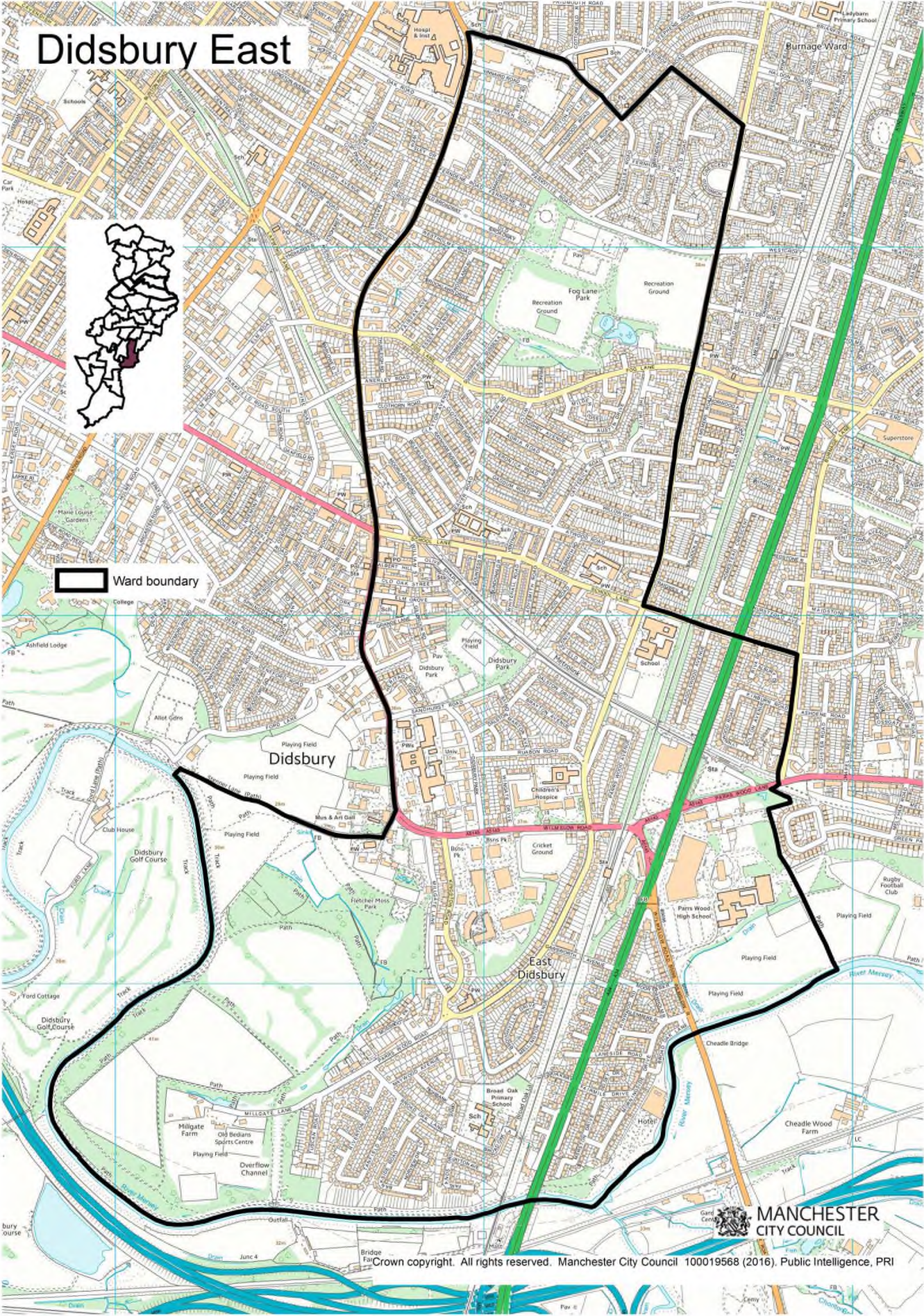


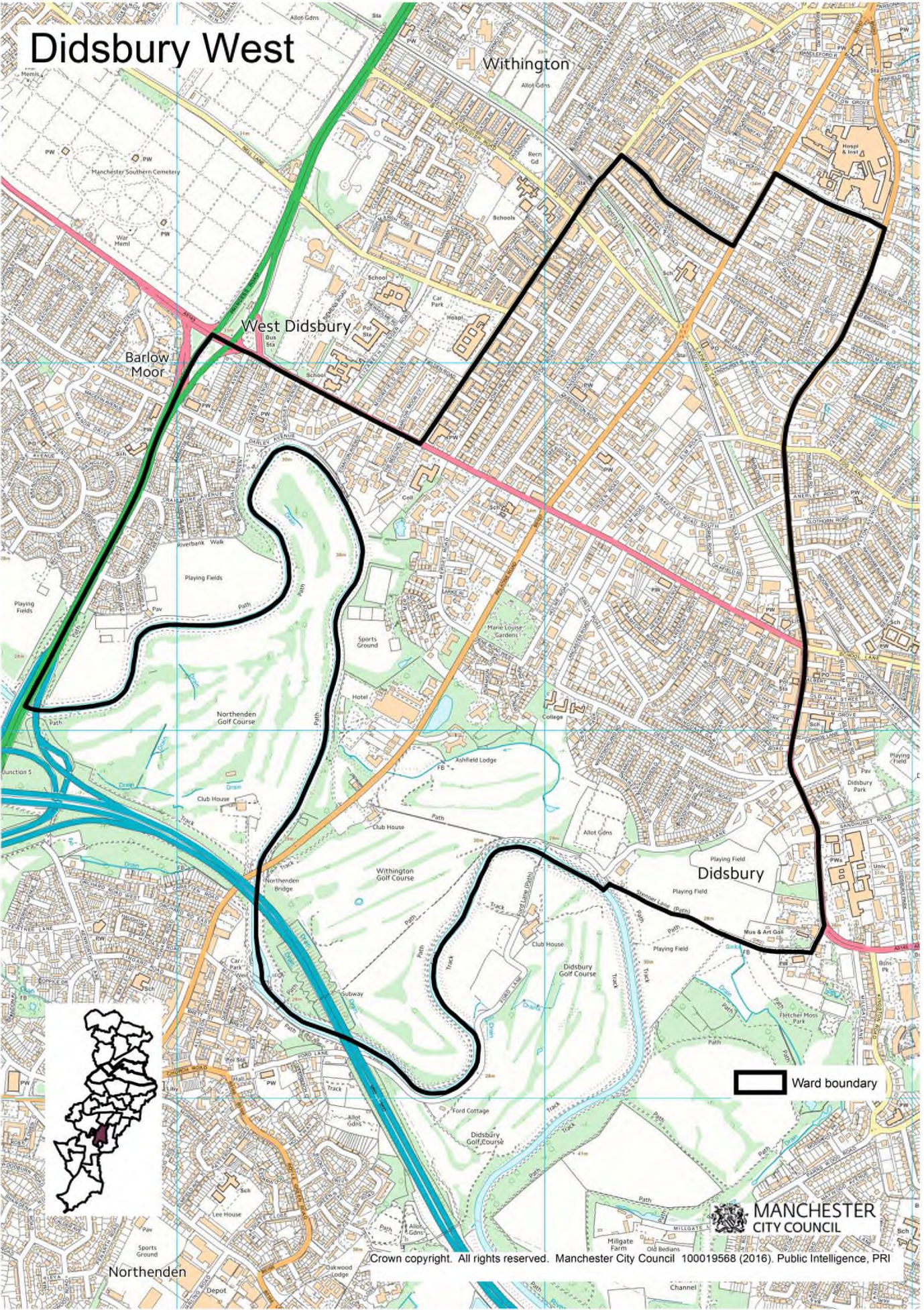


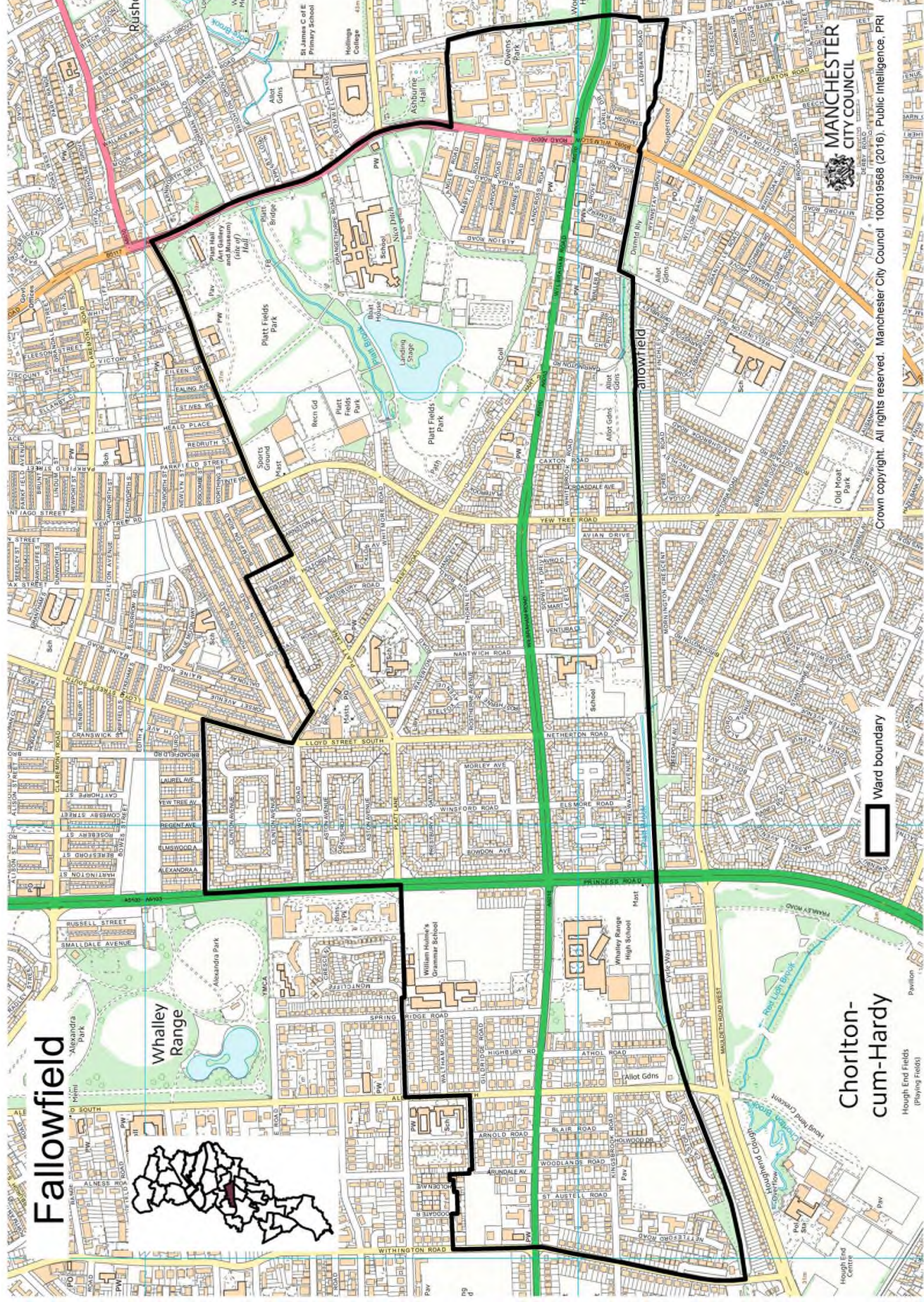


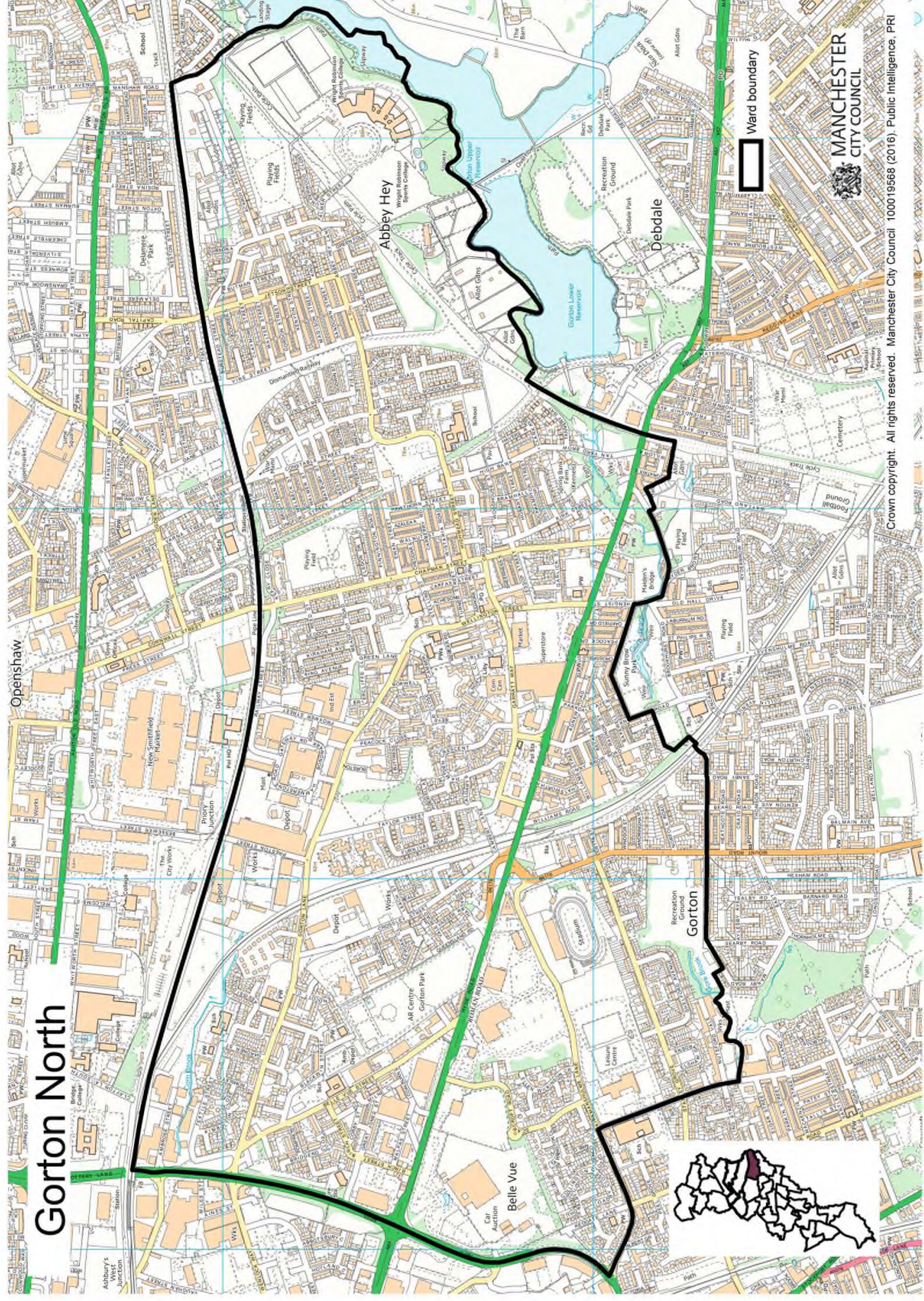


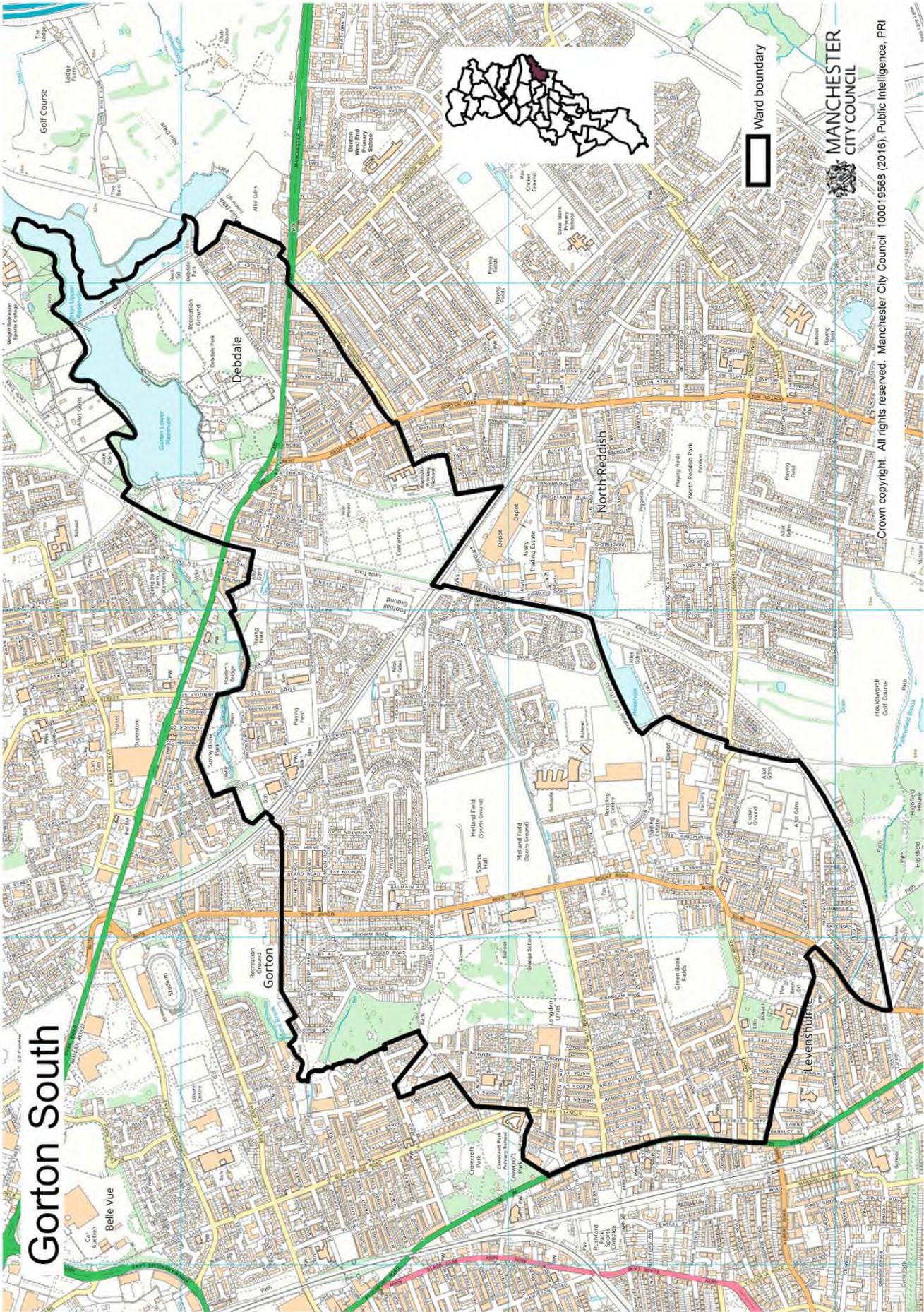


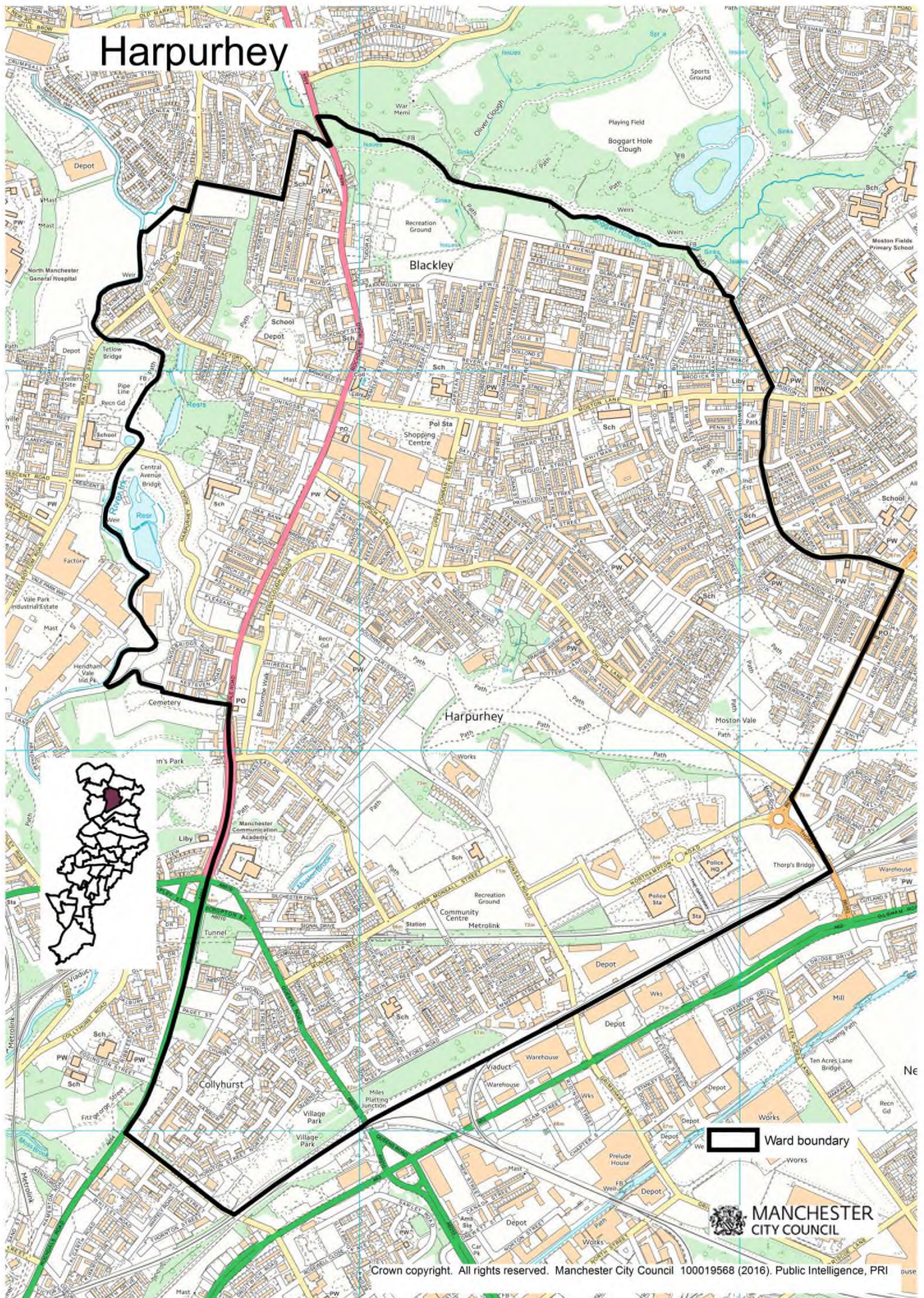


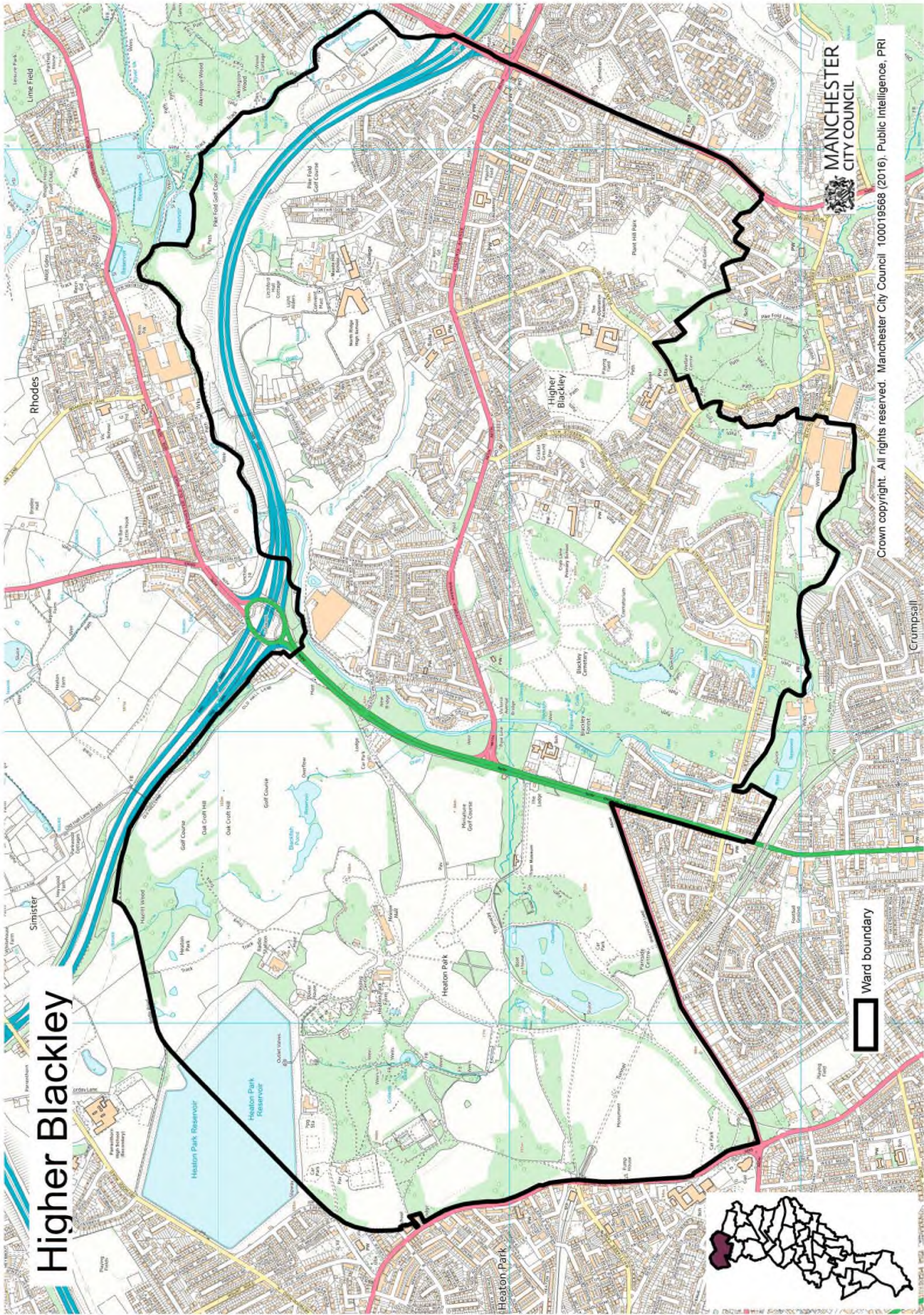


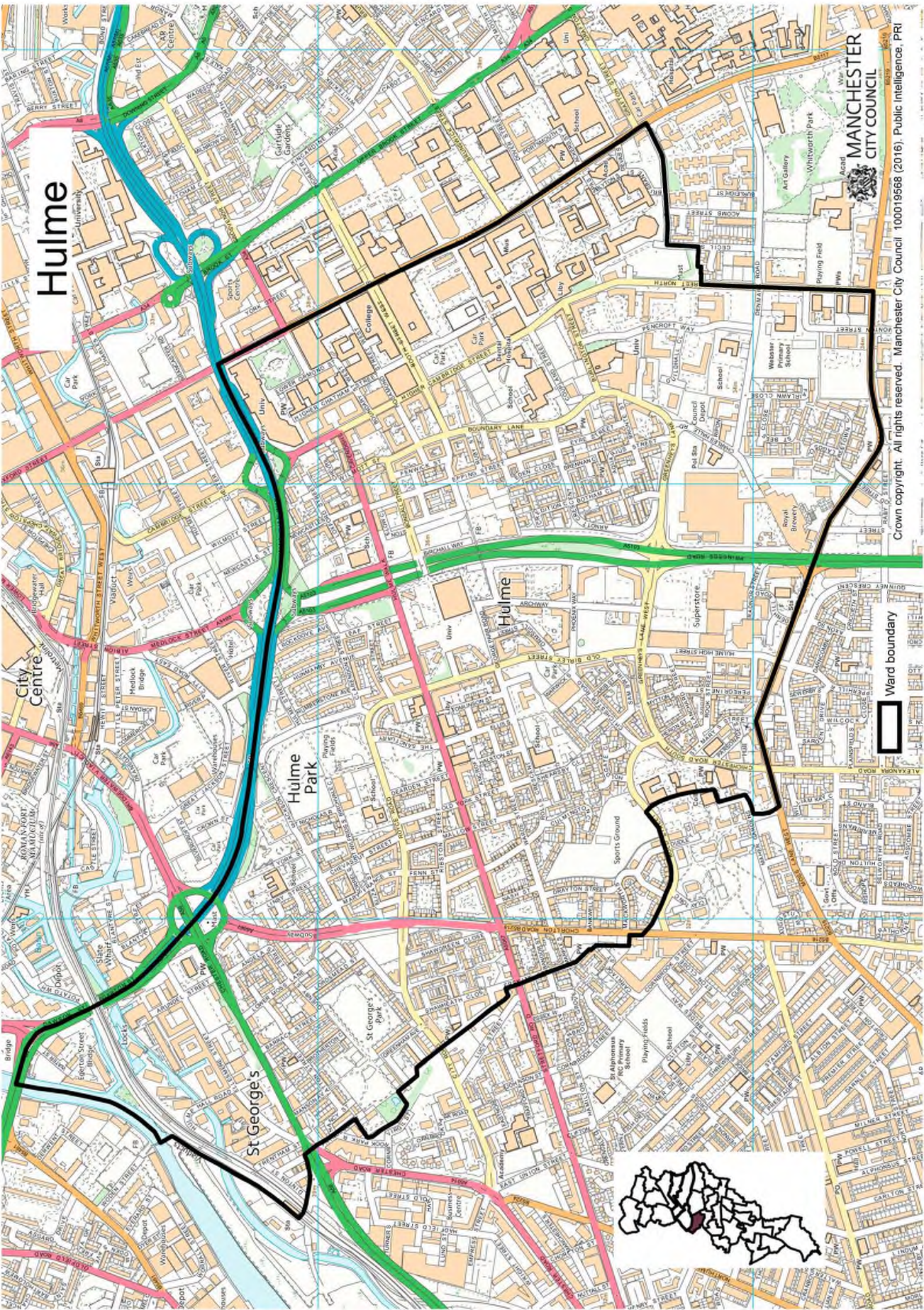


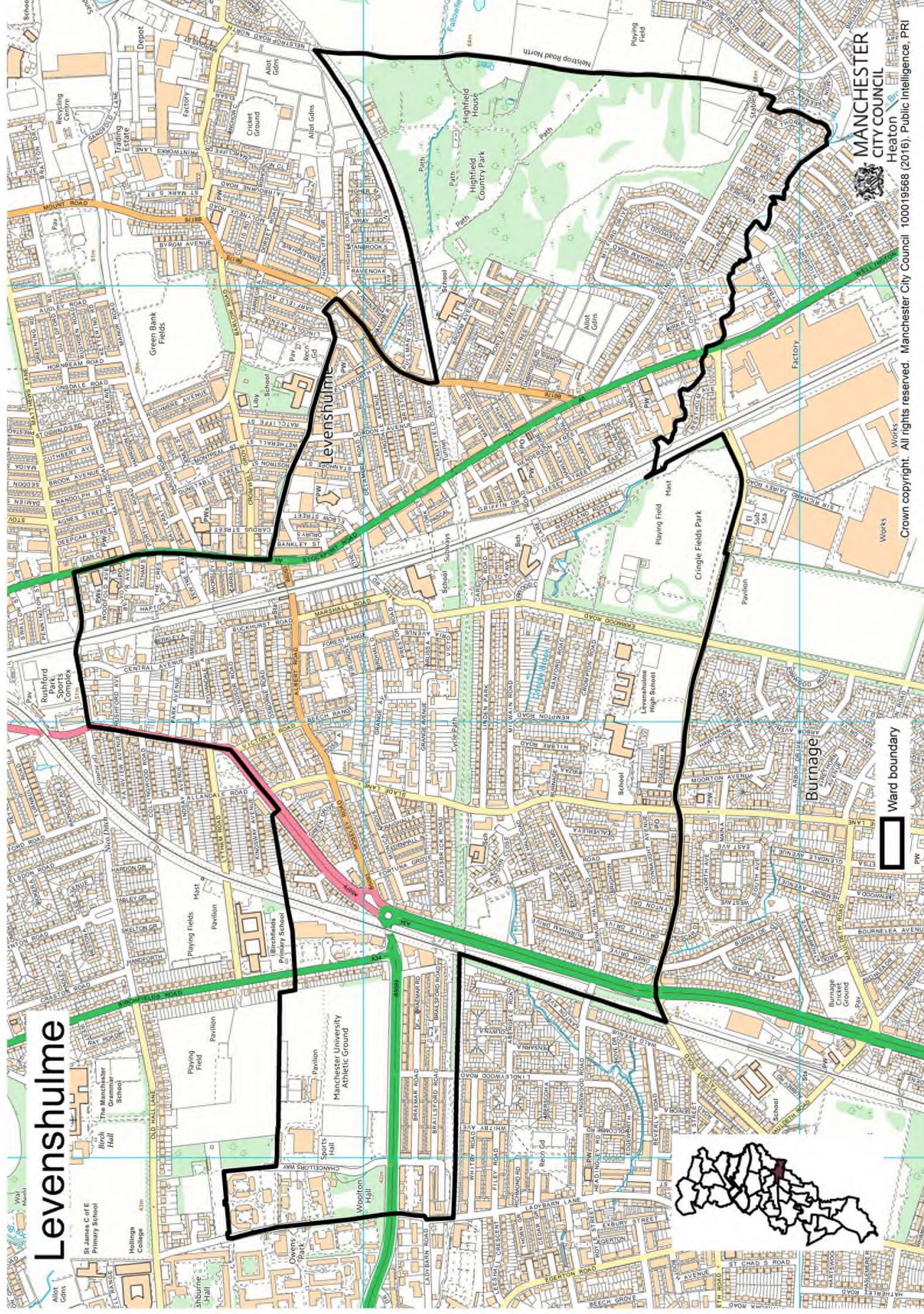


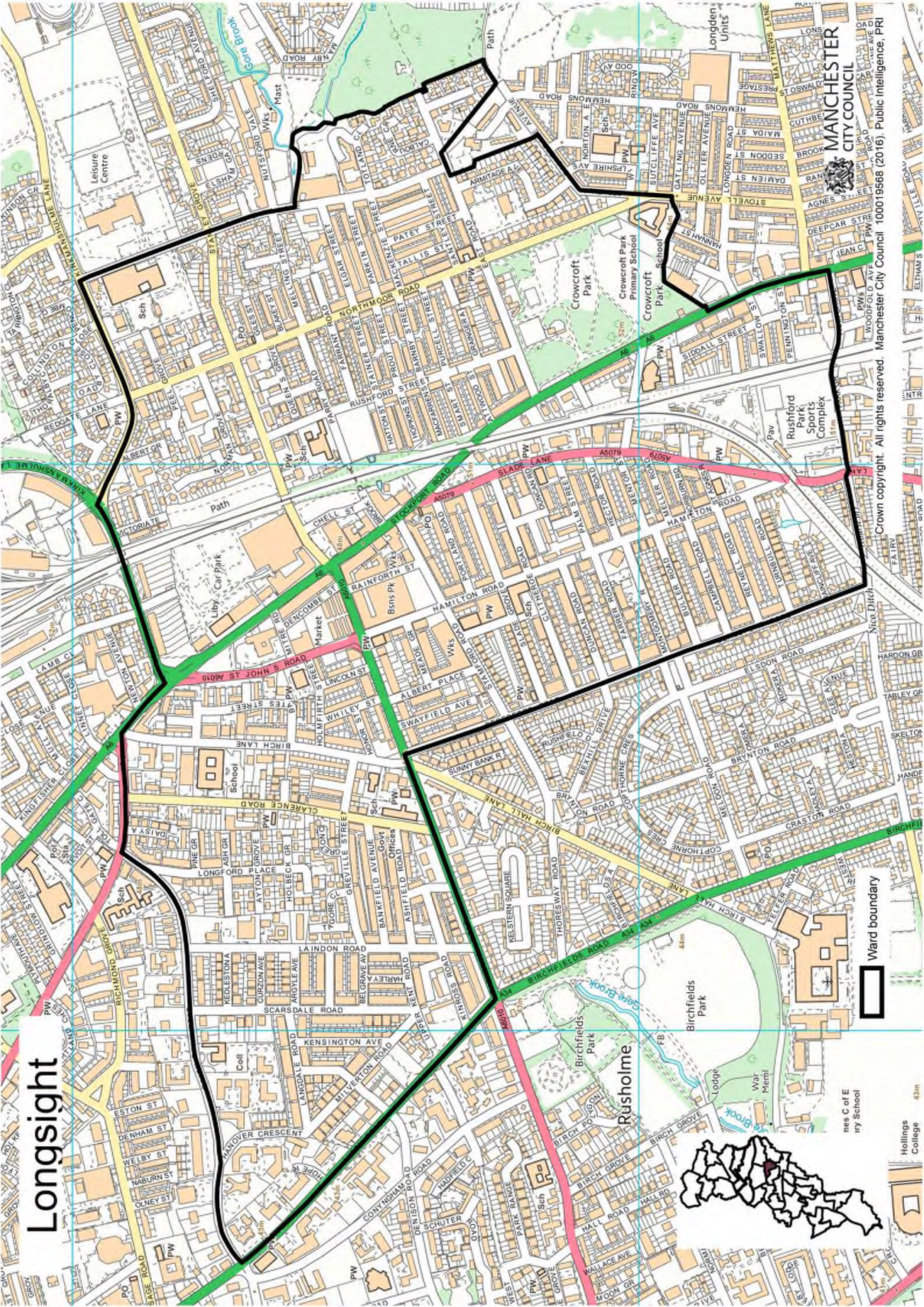




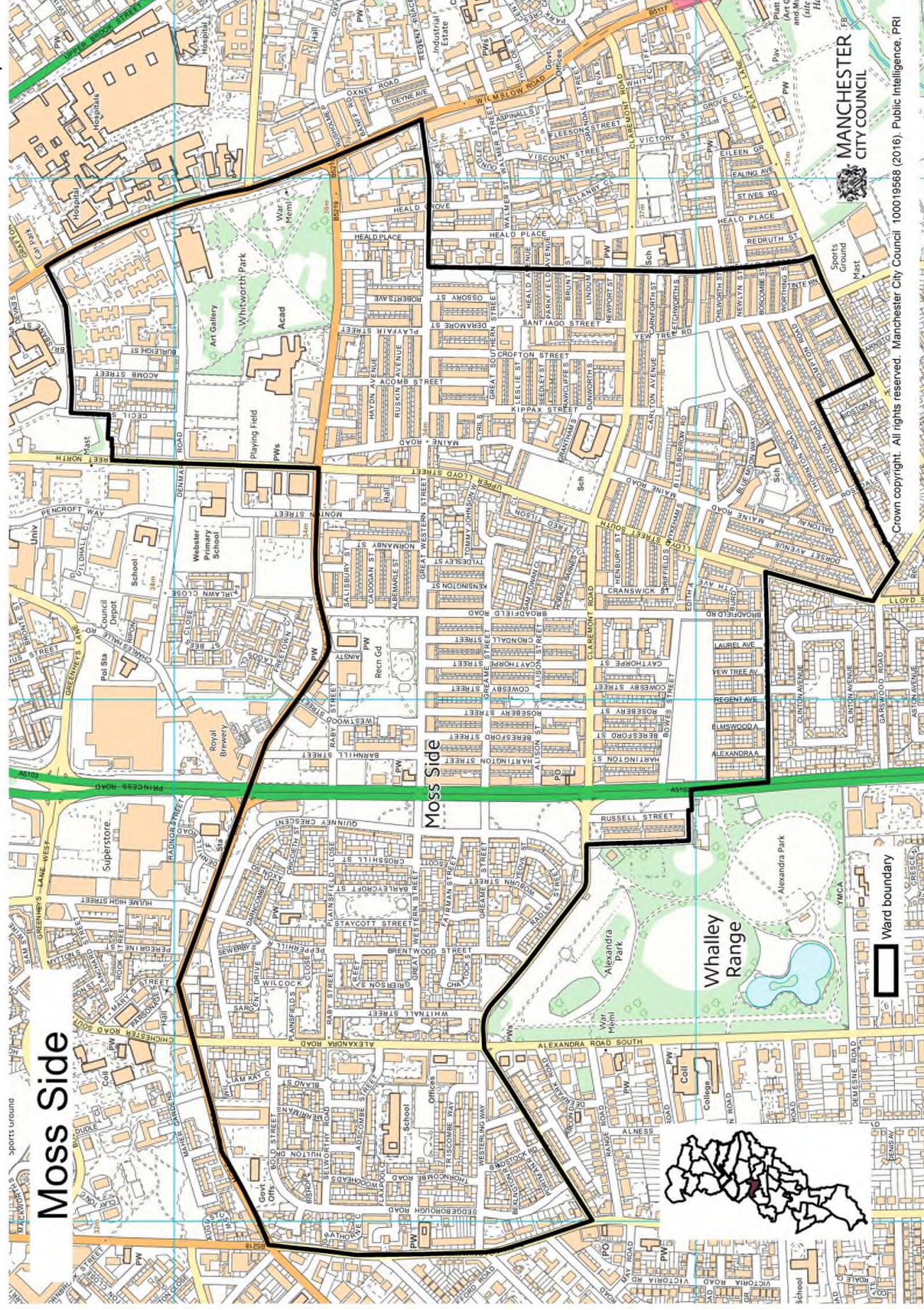




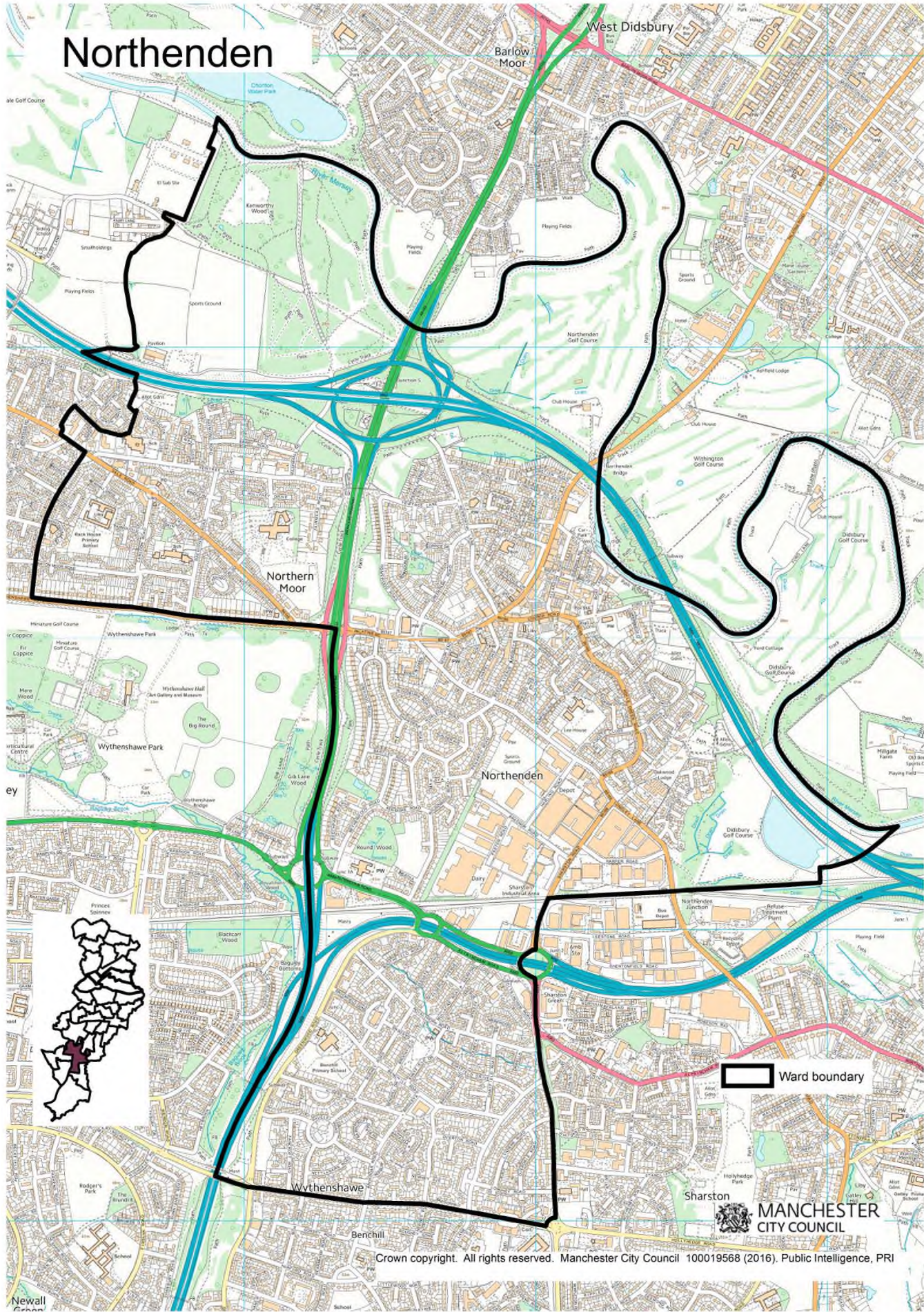


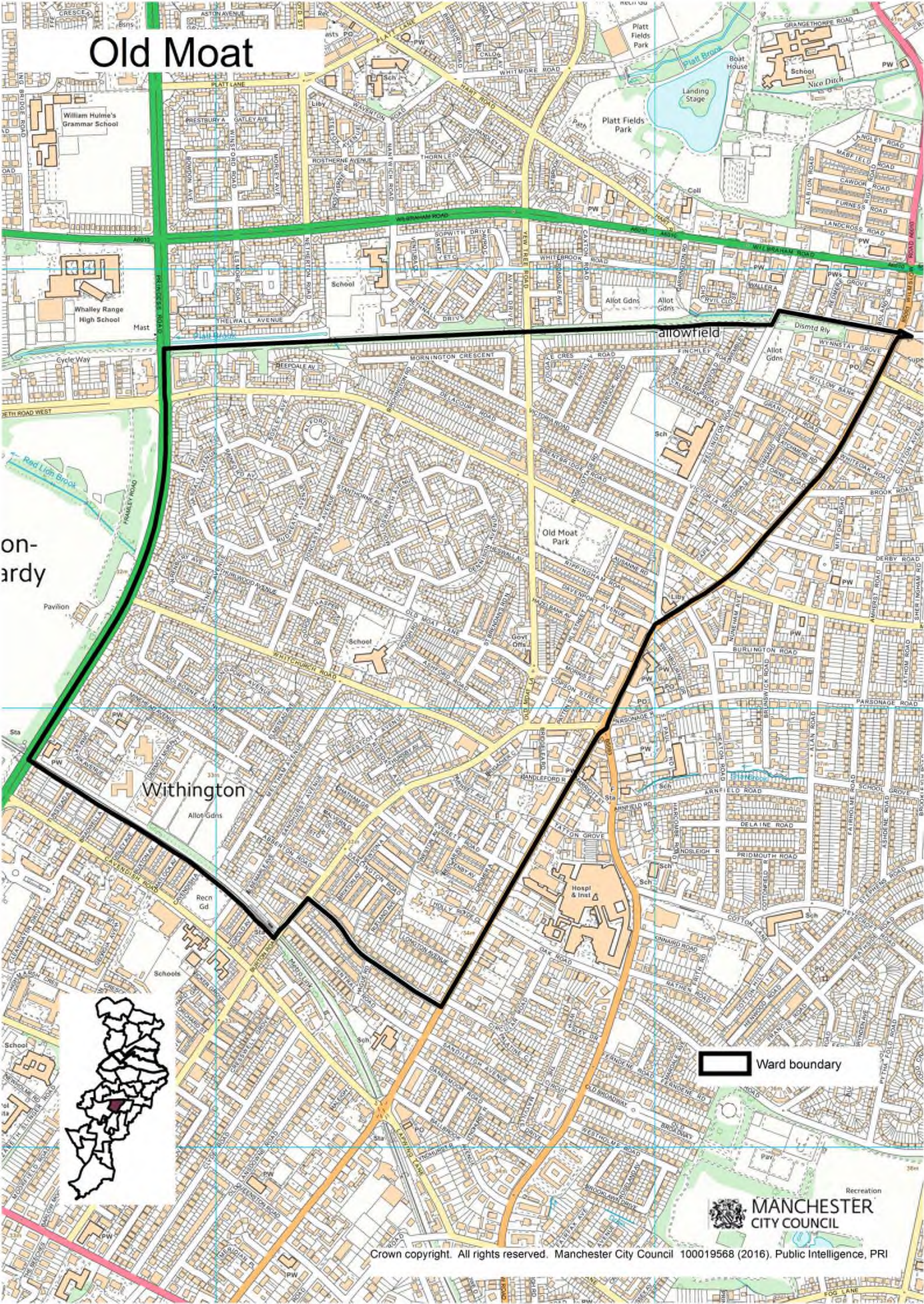




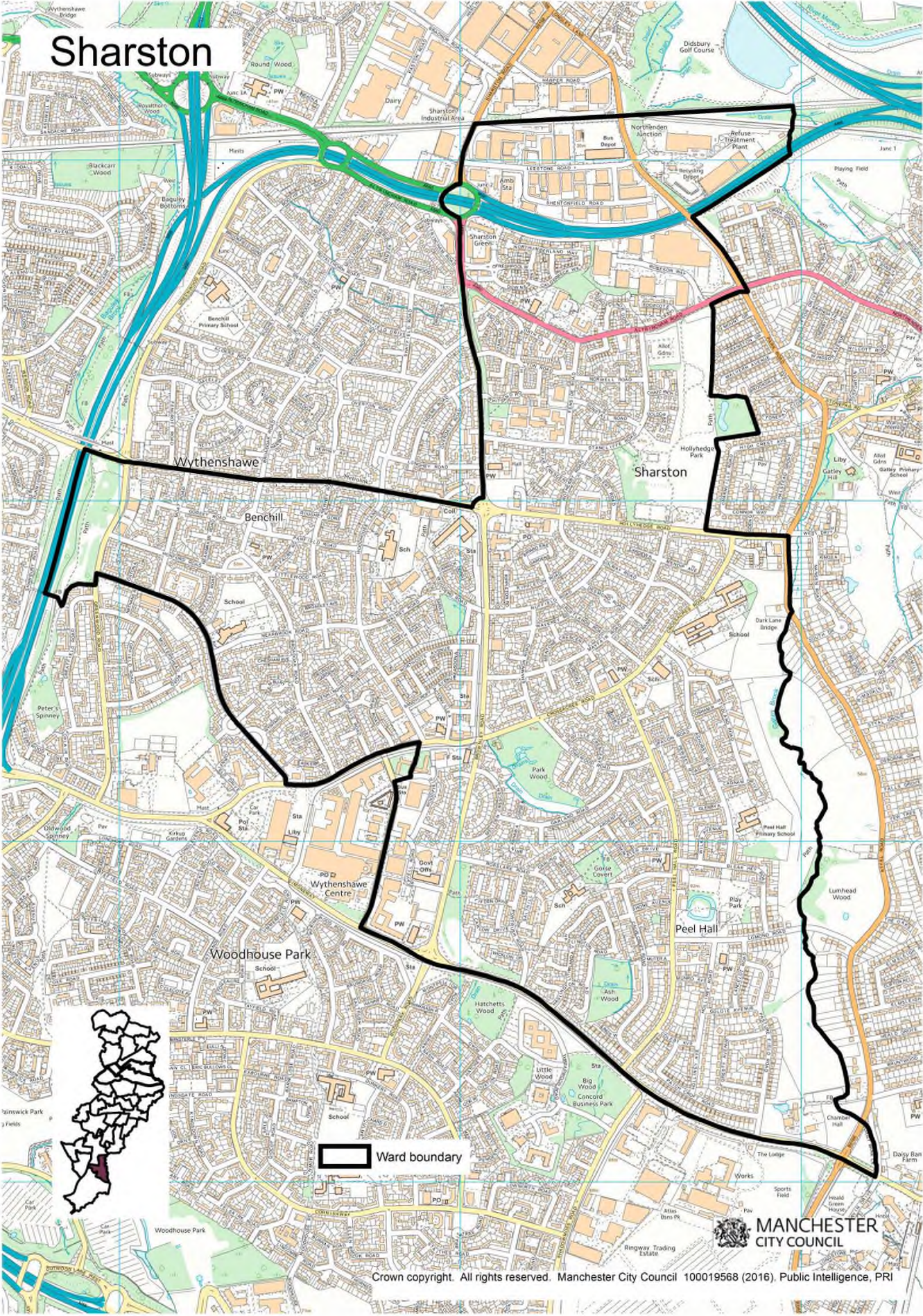








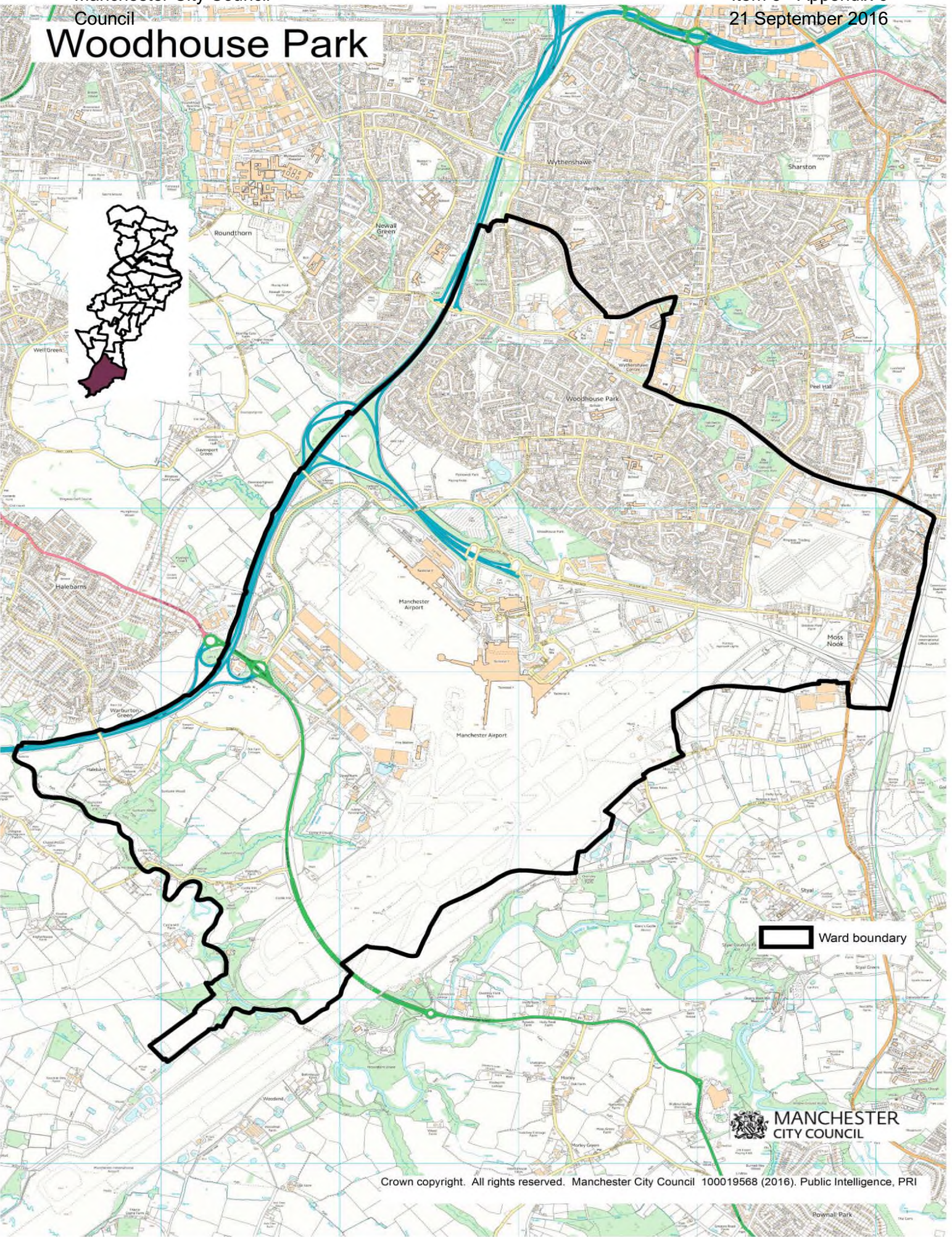








Woodhouse Park



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