

## **The Executive**

### **Minutes of the meeting held on 18 October 2017**

Present: Councillor Leese - in the Chair

Councillors Craig, Flanagan, N Murphy, S Murphy, S Newman, B Priest Rahman and Stogia

Also present as Members of the Standing Consultative Panel:  
Councillors Bridges, Dar, S Judge, Manco and Rowles

#### **Exe/17/127 Minutes**

##### **Decision**

To approve the minutes of the meeting held on 13 September 2017 as a correct record.

#### **Exe/17/128 Manchester International Festival 2017**

The sixth biennial Manchester International Arts Festival (MIF) was held between 29 June and 16 July 2017. A report submitted by the Deputy Chief Executive (Growth and Neighbourhoods) presented an evaluation of the success of the festival, and sought approval to new funding arrangements for the Festivals, planned for 2019 and 2021.

The aims and objectives for the 2017 Festival had been:

- To build on Manchester International Festival's position as the leading festival of original, new work, created by a wide range of significant international artists.
- To help secure Manchester's reputation as a leading cultural city and showcase its ability to deliver major large-scale events.
- To help build the engagement and creative potential of Manchester's diverse communities through a series of innovative, high quality commissions in the public realm and new community-based commissions and creative development programmes.
- To ensure that the Festival is a sustainable event – financially and environmentally.

The meeting was addressed by Christine Cort, the Managing Director of the festival. Ms Cort made reference to Mr John McGrath, the Artistic Director of the Festival for his work in making the MIF accessible to more Manchester residents and increasing the number of national and international visitors overall. Reviews of the events and performances had again endorsed Manchester's global reputation as a world class cultural city and a platform for original and cutting edge art. The festival had continued to attract and discover new and emerging talent and engage with the city's diverse local communities.

The festival had delivered 32 original commissions and special events through 381 performances over an 18 day period which attracted 301,870 visitors. There was a 32% increase in the number of Manchester residents attending performances and an increase of 21% in the overall attendance from 2015. 93% of visitors surveyed indicated they would attend the Festival again in the future. The £12 ticket scheme offered 17,553 tickets to Greater Manchester residents with 48% of those tickets being purchased by Manchester residents. There had been 85,227 visitors to the public events and 150,000 visits to Festival Square equating to 78% of visitors attending a free event.

The report recognised the importance and the valuable contribution of the 441 volunteers that had helped to make the festival a success and a memorable experience for visitors and performers.

The Creative Learning programme had achieved a 47% increase in the number of people participating with 4,128 getting involved in the 2017 festival. Creative Learning had worked with 68 education providers and local people and were involved with 57 performances.

The Festival Creative Digital offer had engaged with over 1.6 million users from more than one hundred countries to view livestreamed events, performances and documentary shorts. Overall more than 10.3 million people had been reached through social media channels, and related websites.

There had been an increase in coverage of the MIF provided by its media partners which involved national and regional broadcasting involving the BBC alone providing over 30 hours of live radio and a dedicated programme on BBC2 from their purpose built studio located in Festival Square. Local and national newspapers had also published supporting features in the lead up to and during the Festival period.

The calculated economic benefit to the city was £40.2m, which was £5m over the target set in the Key Performance Indicator. In comparison the festivals in 2015 and 2013 achieved £38.8m and £38m respectively.

The report also referred to the Council's financial support for the festivals in 2019 and 2021. This was based on the same levels as in previous years and proposed revenue support of £2m together with the underwriting of £0.5m, subject to the continuing support from other public sector partners, notably the Arts Council England. We have supported the proposals. The report explained that the festival had been funded through a grant agreement arrangement and proposed that this continue for the Manchester International Festival 2019. This will be kept under review to ensure that the most appropriate financial arrangements are in place for future festivals. The report explained that in due course the revenue support of £2m being provided to the Festival would become the Council's £2m revenue support to the operation of The Factory Manchester.

In recognition of the success of the festival and the positive outcomes achieved we have congratulated the Artistic Director and the Festival Team for their hard work in producing a world class event for Manchester. In welcoming the report we have noted the importance of continuing to work to achieve a balance of engaging local

communities while ensuring that the Manchester International Festival is a truly international event.

We have noted that the report had been considered at the meeting of the Communities and Equality Scrutiny Committee and that the committee had endorsed its recommendations (CESC/17/37).

## **Decisions**

1. To note the substantial achievements of the 2017 Festival in overachieving its objectives, particularly in continuing to grow its international reputation, increasing co-commissioning partnerships, record attendance levels and increased involvement by Manchester emerging artists.
2. To recognise and support the importance of maintaining public sector funding commitments in order to attract significant match funding from other public and private sector partners.
3. To approve revenue support for both the 2019 and 2021 Festivals of £2million, together with the underwriting of £0.5million for each Festival subject to continuing support from other Public Sector partners, notably Arts Council England.
4. To delegate responsibility to Deputy Chief Executive (Growth and Neighbourhoods) and City Treasurer, in consultation with the Executive Member for Finance and Human Resources and Executive Member for Schools, Culture and Leisure, to finalise the financial arrangements.
5. To note that the £2million revenue contribution will be the Council's revenue contribution to the Factory Manchester.

## **Exe/17/129 Housing Affordability Plan**

In December 2016 we approved Housing Affordability Policy Framework (Minute Exe/16/159). The Strategic Director (Development) submitted a further report that set out ways for the Council to invest directly into the provision of an additional 2,500 affordable homes, over and above the existing 1,900 from the Homes England Affordable Homes Programme.

The report considered the establishment of the Housing Affordability Fund for the provision of subsidy for new and existing homes that are affordable to Manchester residents on or below the city's average household income. The report also proposed 4 initial Manchester Housing Affordability Zones in North Manchester (Monsall and Moston), Clayton, Beswick and Wythenshawe Town Centre.

We have noted that the Council has previously used an equity share model for the delivery of houses for sale in Manchester and this has provided an income stream through capital receipts.

## Decisions

1. To approve the establishment of the Housing Affordability Fund as set out in section 4 of the submitted report.
2. To delegate authority to the Strategic Director (Development) and the City Treasurer, in consultation with the Executive Member for Finance and the Deputy Leader with responsibility for Housing, to determine the detailed arrangements on the operation of the fund.
3. To approve the proposal for an initial 4 Housing Affordability Zones outlined in section 3 of the report submitted, being:-
  - Central Estates in North Manchester (including land at Monsall and Moston Lane).
  - Clayton (including land at Eccleshall Street and Ilk Street and Alpine Street).
  - Beswick (including land at Grey Mare Lane).
  - Wythenshawe Town Centre.
4. To authorise the City Solicitor to enter into any agreements to give effect to the above recommendations.

### **Exe/17/130 Transport for the North- Incorporation as a Sub National Transport Body**

A report from the City Solicitor updating the Council on the making of the regulations by the Secretary of State to establish Transport for the North was submitted. The report also sought the consent of the Council under section 102J of the Local Transport Act 2008 as Local highway Authority for the North as a Sub-National Transport Body having highways powers to be exercised with the Local Highway Authorities.

## Decisions

1. To note the making by the Secretary of State of Regulations to establish Transport for the North as a Sub-National Transport Body.
2. To give consent to Transport for the North having certain highway functions exercisable concurrently with the local highway authority but only with the local highway authority consent as set out in the report submitted.

### **Exe/17/131 Greater Manchester HS2 and Northern Powerhouse Rail Growth Strategy**

In December 2016 we had received a report summarising the announcement of the High Speed 2 (HS2) Phase 2b line and the issues the route presented for the city (Minute/16/150). In addition that report had provided background on HS2 and the

Northern Powerhouse Rail (NPR) and the work being carried out by the Council, Transport for Greater Manchester and partners to develop a HS2 Growth Strategy for Manchester.

A report from the Strategic Director (Development) was considered presenting a draft Greater Manchester Growth Strategy (GMGS) document for HS2 and Northern Powerhouse Rail (NPR) for both Manchester Piccadilly and Manchester Airport.

The draft of the GMGS identified the strategic infrastructure investments which would maximise the benefits of the new high speed rail services to Greater Manchester by ensuring full integration with the existing and future transport network. The Growth Strategy sought to increase the role of Manchester Piccadilly and Manchester Airport as strategic, fully connected, national and international transport hubs, with the potential for significant commercial development in the surrounding areas. The infrastructure plans set out would ensure that residents and businesses from all parts of the city and the city region would be able to access the opportunities provided. The described the nature of the investments around Piccadilly Station and Manchester Airport and the economic benefits that were expect to arise as a result.

The report also explained that the delivery of the ambition in the GMGS would be dependent on agreeing a long term funding package with Government as part of the proposed second phase of the Greater Manchester Transport Fund. Work was underway on designing a funding model considering the level of local and central government funding required and the longer term revenue streams that could underpin the investment. That work was at an early stage and further information would be presented to a future meeting.

In December 2013 we had considered and endorsed a draft Strategic Regeneration Framework (SRF) for Manchester Piccadilly, alongside a draft SRF for Mayfield (Minute Exe/13/175). The report explained that as part of the work on this Growth Strategy, the Piccadilly SRF was being revised and updated to reflect current HS2 and Northern Powerhouse Rail developments with the intention of submitted the revised framework to a future meeting.

We have noted that the report had been considered at the meeting of the Economy Scrutiny Committee and that the committee had endorsed its recommendations (ESC/17/41).

## **Decisions**

1. To endorse the contents of the draft Greater Manchester HS2 and Northern Powerhouse Rail Growth Strategy.
2. To delegate authority to the Strategic Director (Development), in consultation with the Leader, Executive Member for Environment and Skills and Greater Manchester Partners, to finalise the Growth Strategy on behalf of the City Council, prior to its submission to the Greater Manchester Combined Authority.

3. To recommend the submission of the Greater Manchester HS2 and Northern Powerhouse Rail Growth Strategy to the October meeting of the Greater Manchester Combined Authority (GMCA) and to the Department for Transport (DfT) and Department for Local Government (DCLG) for consideration.
4. To agree that, following further discussion with Government, a report be submitted to a future meeting of the Executive on the proposed second Greater Manchester Transport Fund, and options for a funding structure with Government to enable the Council, Transport for Greater Manchester (TfGM) and GMCA to implement the Growth Strategy for both Manchester Piccadilly and Manchester Airport.
5. To agree that a refreshed Strategic Regeneration Framework for Manchester Piccadilly is brought to a future meeting of the Executive to reflect the updated masterplanning work carried out as part of the GMGS.

### **Exe/17/132 Highways Planned Maintenance Programme**

In December 2015 we adopted a Highway Management Policy and Strategy that set out the principles by which any future investment will be prioritised (Minute Exe/15/131).

A report from the Strategic Director Transport, Highways and Engineering was submitted for the approval of the proposed Highways Planned Maintenance 2017-2018 Work Programme. That programme was derived from the policy and strategy approved in 2015 and sought to address the highest priority needs with the £80m of funding that was going to be available over the coming five years. The report explained that as part of the production of the programme a consultation process took place with local neighbourhoods to identify any concerns with the priorities being proposed. Also Neighbourhood Teams and ward members had been asked to review the programme to ensure local priorities were met.

We have noted that the report had been considered at the meeting of the Neighbourhoods and Environment Scrutiny Committee and that the committee had endorsed its recommendations (NESC/17/45).

### **Decisions**

1. To approve the programme of works as detailed in Appendix 1 (resurfacing), Appendix 2 (footway resurfacing) and Appendix 3 (Tranche 2 - preventative treatments programme) as appended to these minutes.
2. To approve that allocations are also made for drainage works and large patch repairs as set out in report.

### **Exe/17/133 Annual Update on the use of Regulation of Investigatory Powers Act (2000)**

A report from the City Solicitor was considered that advised us on the Council's use of the Regulation of Investigatory Powers Act (2000) (RIPA) between 1 July 2016 to 30 June 2017, when the Council has not used covert directed surveillance or used RIPA to obtain communications data.

### **Decision**

To note the information relating to the Council's use of RIPA for the period 1 July 2016 to 30 June 2017.

### **Exe/17/134 Global Revenue Budget Monitoring to the end of August 2017**

A report from the City Treasurer was submitted containing a summary of the Council's revenue budget and forecast outturn position for 2017/2018 that had been based on an assessment of income and expenditure to the end of August 2017 and financial profiling up to 31 March 2018. The report gave details of the projected variances to budgets, the position of the Housing Revenue Account, Council Tax and business rate collection, revised prudential borrowing indicators, and the state of the Council's contingency funds. Projecting forward from the position at the end of August 2017, it had been forecast that by the year-end in March 2018 the revenue budget would be overspent by £8.997m overall.

We have noted the financial position which has reflected pressures being experienced nationally and acknowledge the efforts of officers to mitigate budget pressures particularly in Children Social Care and Adult Social Care.

We have recognised that the Government's plan to rollout Universal Credit in the city will add to the Council's existing budget pressures and have a severe financial impact on Manchester's poorest residents who apply to receive the Credit. An urgent meeting has been requested with the Regional Manager of Job Centre Plus to discuss how support can be provided to those affected. The evidence from the pilot areas of the city has demonstrated the great hardship experienced by claimants from a system that imposes an initial six week period of non-payment when a claim is made which can result in significant increases in levels of rent arrears and debt. We have agreed that the Government should be called upon to halt the rollout of Universal Credit in its present format to allow for a review to be undertaken.

### **Decisions**

1. To note the contents of the report.
2. To note the provisional use of the £12.92m Adult Social Care Grant as set out in paragraph 8.10 of the report which was to be recommended to the Manchester Health and Care Commissioning Board.
3. To note the allocation of budget pressures as detailed in paragraph 12 of the report.

4. To approve the use of reserves in addition to that already planned as set out in paragraph 13 of the report, being:
  - Catering reserve - £43k for the instillation of fly screens in school kitchens to address Food Hygiene safety issues.
  - Climate Innovation Fund - £337k for the Civic Quarter Heat Network, to underwrite the project.
5. To approve the use of grants in addition to that already planned as set out in paragraph 14, being:
  - Clean Streams – £50K for the restoration of water courses
  - Community Safety Partnership Funding 2017/18 - £0.695m to support changing offender behaviour and protecting vulnerable people
  - Control of Migration Fund - £280k over two years for a team of enforcement officers
  - Autonomous Vehicle Trial - £39k over three years to trial a driverless electric shuttle service at Manchester Airport and trial the use of autonomous vehicles between Stockport Train Station and Manchester Airport
  - Big Ideas Generator - £250k to support innovation and enterprise across Greater Manchester
  - The National Archives New Burdens Payment - £71k for the storage of archives to the required standard
  - New Burdens Grant - £120k for the Right Benefit Initiative
  - Universal Credit Management Support - £32k to help unemployed residents into paid work
  - Business Rates New Burdens Grant - £12k to support implementation and administration costs of new business rates relief
6. To call upon the Government to halt the roll out of the Universal Credit Scheme.

**Exe/17/135 Strategic Investment (Part A)**

(Councillor Leese declared a personal interest in respect of this item as a Council appointed Non-Executive Director of the Manchester Airports Group plc.)

(Councillor B Priest declared a personal interest in respect of this item as a Council appointed (alternate) Non-Executive Director of the Manchester Airports Group plc.)

A report from the Chief Executive, City Treasurer and City Solicitor was submitted to provide an update on the capital investment by Manchester Airport Group (MAG) and the associated funding structure, including shareholder loans to which the Council would contribute as a shareholder in the Airport Group.

The report considered investment proposals of MAG to provide airline capacity and standard facilities required to secure future business plan growth, the longer term sustainability of the business and achieve future anticipated dividend rates.



The transformation programme proposed for Manchester Airport represent the most significant programme of investment ever made at the airport and should provide a world class operation, facilities and improved customer experience. The programme was to include:

- the expansion and reconfiguring of Terminal 2 to become the airport's primary building;
- improvement to Terminal 3 to cater for increased demand and an expanding flight schedule;
- the introduction of new and enlarged airside transfer facilities, including the direct linkage between Terminals 2 and 3;
- improvements to customer facilities including new technology in the two security halls, customer friendly enhancements such as self-service check in facilities and increased food and beverage and retail outlets; and
- the introduction of new stands and piers, offering better departure gate facilities.

Manchester Airport provides an international gateway to northern Britain with 27 million passengers per annum and 200 destination worldwide. The airport employs over 22,000 people and plays a major role in supporting the economic development of the city region through its connectivity with emerging economies, helping to sustain employment across the region and acting as a medium for attracting new jobs and talent.

Stanstead Airport provides investment potential as the only airport outside London and the South East with two runways and passenger numbers that have grown to 26 million passengers with available runway capacity and is capable of further expansion.

## **Decisions**

- 1 To note the proposals set out in the report, and in particular the recommendations for financial support to the Manchester and Stansted transformation programme through the form of further shareholder loans.
- 2 To note that the Transformation Programme outlined is fully aligned to the strategic economic and regeneration objectives for the City.
- 3 To delegate to the Chief Executive in consultation with the City Treasurer, City Solicitor and Executive Member for Finance and Human Resources to approve the funding package, including the City Council shareholder loan.
- 4 To authorise the Chief Executive, City Treasurer and City Solicitor to negotiate and finalise the detailed arrangements in respect of the shareholder loan, and to progress the financial and legal work associated with it.
- 5 To recommend that Council approves the increase in capital expenditure supported by prudential borrowing.

A recommendation was made that the public be excluded during consideration of the next item of business.

## **Decision**

To exclude the public during consideration of the following item which involved consideration of exempt information relating to the financial or business affairs of particular persons and public interest in maintaining the exemption outweighs the public interest in disclosing the information.

### **Exe/17/137 Strategic Investment (Part B)** (Public excluded)

(Councillor Leese declared a personal interest in respect of this item as a Council appointed Non-Executive Director of the Manchester Airports Group plc.)

(Councillor B Priest declared a personal interest in respect of this item as a Council appointed (alternate) Non-Executive Director of the Manchester Airports Group plc.)

A report from the Chief Executive, City Treasurer and City Solicitor was submitted to provide details of the investment proposals of the Manchester Airport Group companies (MAG).

## **Decisions**

1. To note the proposals set out in the report, and in particular the recommendations for financial support to the Manchester and Stansted transformation programme through the form of further shareholder loans, as set out in the report.
2. To note that the Transformation Programme outlined is fully aligned to the strategic economic and regeneration objectives for the City.
3. To delegate to the Chief Executive, in consultation with the City Treasurer, City Solicitor and Executive Member for Finance and Human Resources, to approve the funding package including the City Council shareholder loan.
4. To note the extensive due diligence that has been completed and the conclusions of that exercise as set out in the Due Diligence section of the report.
5. To recommend that Council approves an increase in capital expenditure supported by prudential borrowing, to the amount as shown in the confidential annex to these minutes.
6. To approve the proposals for the shareholder loan, subject to Council approving capital expenditure supported by prudential borrowing, to the amount as shown in the confidential annex to these minutes.

7. To authorise the Chief Executive, City Treasurer and City Solicitor to negotiate and finalise the detailed arrangements in respect of the shareholder loan, and to progress the financial and legal work associated with it.
8. To authorise the City Treasurer to determine the detailed accounting arrangements for the loan, including the classification between revenue and capital.
9. To authorise the City Solicitor to enter into any necessary agreements or documents to give effect to the above recommendations.

## Appendix 1

This table is for the programme of works to be completed autumn 2017 – spring 2018. Carriageway resurfacing schemes which comprises removing the existing surface to a depth between 30mm and 100mm, depending on the existing construction and condition of the road, and replacing the it with new tarmac and new road markings.

### Manchester City Council Carriageway Surfacing Programme 2017 - 2018

Ward / Street	Section
<b>Ancoats &amp; Clayton</b>	
Bank Street	Aston New Road To Revensbury Street
<b>Ardwick</b>	
Cochrane Avenue	Langport Avenue To Edlin Close
Grafton Street	Oxford Road To Mri Entrance
Holker Close	Full Length Including All Cul-De-Sacs Off.
Kincardine Road	Grosvenor Street To Dryden Street
Oxford Place	Full Length
Wenlock Way	Gorton Lane To Kelsall Street
<b>Bradford</b>	
Bradford Road	Full Length
Greenside Street	Ashton Old Road To Meech Street
Ogden Lane	Ashton Old Road To Cornwall Street
Vine Street	Ashton Old Road To Wetherby Street
<b>Brooklands</b>	
Moorcroft Road	Button Lane To Orton Road
Tottenham Drive	Full Length Including All Cul-De-Sacs Off
<b>Burnage</b>	
Barnfield Road	Full Length
Burnage Lane	Avon Road To Milton Court
<b>Cheetham</b>	
Brideoak Street	Heywood Street To Cheetham Hill Road
Beckenham Road / Albyns Avenue	Full Length
Heath Street	O/S No.1 To St Marks Lane
Humphrey Street	Full Length
Levenhurst Road	Full Length
Waterloo Road	Bury New Road To Elizabeth Street
<b>Chorlton</b>	
Albany Road	Full Length
Beech Road	Beaumont Road To Barlow Moor Road
Brookburn Road	Chorlton Green To Claude Road
Chorlton Green Triangle	Full Length
Kingshill Road	Full Length
Oswald Road	Wilbraham Road To Kensington Road
Salisbury Road	Full Length
St Clements Road	Full Length
Warwick Road	Barlow Moor Road To Albany Road

Ward / Street	Section
Whitelow Road	High Lane To Wilbraham Road
<b>City Centre</b>	
Lower Byrom Street	Full Length
Oldham Street	Dale Street To Back Piccadilly
<b>Crumpsall</b>	
Andrew Road	Full Length
Belhaven Road	Wilton Road To Arden Road
Crumpsall Lane	Crumpsall Station To Middleton Road
Eaton Road	St Mary's Hall Road To Polygon Road
Sidney Road	Full Length
Willow Hill Road	Kearsley Road To Crumpsall Lane
Wilton Road / Bank Road	Crumpsall Lane To Middleton Road
<b>Didsbury East</b>	
Jayton Avenue	Full Length
Morningside Drive	Full Length
Norview Drive	Full Length
Pytha Fold Road	Full Length
Wilmslow Road	Palatine Road To School Lane
<b>Didsbury West</b>	
Darley Avenue	Rowsley Avenue To Princess Road
Dene Road West	Holme Road To Wilmslow Road
Mersey Road	Full Length
Oaker Avenue	Full Length
Wilmslow Road	Palatine Road To School Lane (See Didsbury East)
<b>Fallowfield</b>	
Kingsbrook Road	Withington Road To Cul-De-Sac End
Yew Tree Road	Full Length (See Moss Side And Old Moat)
Waverton Road	Platt Lane Nantwich Road
Spring Bridge Road (Fall/Wharf)	Full Length
<b>Gorton North</b>	
Vine Street	Ashton Old Road To Wetherby Street (See Bradford)
<b>Gorton South</b>	
Appleby Avenue / Wilpshire Avenue	Full Length
Broom Lane	Barlow Road To Marley Road
Churton Road	Full Length
Dorset Road	Full Length
Longden Road	Full Length
Old Hall Drive	Ryder Brow Road To Brookhurst Road
Sutcliffe Avenue	Stovell Avenue To Hemmons Road
Broadacre Road	Cranbrook Road Goulder Road
<b>Harpurhey</b>	
Andrew Road	Full Length (See Crumpsall)
Holmeleigh Avenue	Full Length
Sidney Road	Full Length (See Crumpsall)

Ward / Street	Section
<b>Higher Blackley</b>	
Alworth Road	Chain Road To Cooper Lane
Coldstream Avenue	Full Length
Ethel Avenue	Hill Lane Cul-De-Sac End
Heaton Park Road	Full Length
Hill Lane	Victoria Avenue To Coldstream Avenue
<b>Hulme</b>	
Denmark Road	Charles Halle Rd To Lloyd St North
<b>Levenshulme</b>	
Broom Lane	Barlow Road To Marley Road
Broom Avenue	Full Length
Crayfield Road	Full Length
Milwain Road	Full Length
<b>Longsight</b>	
Rushford Street	Full Length
<b>Moss Side</b>	
Grantham Street	Full Length
Yew Tree Road	Full Length
<b>Moston</b>	
Atherley Grove	Northfield Road To Boundary
Egbert Street	Lightbowne Road To Adrian Street
Northfield Avenue	Full Length
Northfield Road	Full Length
Tyndall Avenue	Full Length
<b>Northenden</b>	
Allanson Road	Full Length
Boat Lane / Mill Lane	Full Length
Brett Street	Full Length
Elverston Road	Full Length
Orton Road	Moorcroft Road To Sale Road
<b>Old Moat</b>	
Doncaster Avenue	Full Length
Hill Street	Mauldeth Road West To Copson Street
Old Moat Lane	Doncaster Avenue To Hough Road
Yew Tree Road	Full Length
<b>Rusholme</b>	
Heald Grove	Gt Western Street To Walmer Street
Lower Park Road	Redclyffe Road To Kent Road West
<b>Sharston</b>	
Brownley Road	Holyhedge Road To Crossacres Road
Carling Drive	Full Length
	From Where Metrolink Surfacing Finished (West Of Longwood Road) To Peel Hall Rd
Crossacres Road	
Gladeside Road	Somerton Avenue To Poundswick Lane
	Simonsway To Gladeside Road (See Woodhouse Park)
Greenwood Road	

<b>Ward / Street</b>	<b>Section</b>
Hollyhedge Road	Styal Road To Solway Road
Peel Hall Road	Ardenfield Drive To Shone Ave & Coleby To Simonsway
Simonsway	Peel Hall Road To West Of Portrush Rd
<b>Withington</b>	
Brunswick Road	Full Length
Marriott Street	Full Length
Oak Road	Full Length
Parsonage Road	Parrswood Road To Mauldeth Road
Tatton Grove	Full Length
Wilmslow Road	Palatine Road To School Lane (See Didsbury East)
<b>Woodhouse Park</b>	
Greenwood Road	Simonsway To Gladeside Road
Poundswick Lane	Simonsway To Just Past Cornfield Dr (Includes Up To Cp Entrance On Cornfield Dr)
Ringway Road	Full Length
Simonsway	Peel Hall Road To West Of Portrush Rd (See Sharston)

## Appendix 2

This table is for the programme of works to be completed autumn 2017 – spring 2018. When footways are reconstructed the existing kerbs and surface will be removed and replaced with new. When they are resurfaced, the existing surface is removed, any defective kerbs re-set or replaced as necessary, and then a new surface is laid. Microasphalting consists of overlaying the existing surface with a 3mm – 6mm layer of microasphalt by hand.

### Manchester City Council Footway Reconstruction / Resurfacing Programme 2017 - 2018

Ward / Street	Section	Treatment
<b>Baguley</b>		
Firbank Road	Parkend Road To Balmer Drive (Nw Bound Side)	Resurface
<b>Burnage</b>		
Kingsway	Fog Lane To Queensway (South Bound / East Side)	Microasphalt
Kingsway	Homestead Crescent To Withnell Road (North Bound / West Side)	Microasphalt
<b>Chorlton Park</b>		
Princess Road	Barlow Moor Road To Nell Lane	Microasphalt
Winterburn Avenue	Full Length	Reconstruction
<b>Crumpsall</b>		
Belhaven Road	Wilton Road To Arden Road	Reconstruction
Sidney Road	Full Length	Resurface
Wilton Road / Bank Road	Crumpsall Lane To Middleton Road	Reconstruction
<b>Didsbury West</b>		
Harefield Drive	Full Length	Resurface
Westmorland Road	Full Length	Resurface
<b>Fallowfield</b>		
Hart Road	Lloyd Street South To Platt Lane (In Front Of Shopping Parade)	Resurface
Moseley Road	Wilmslow Road To Just Past Ladybarn Lane (East Bound / North Side)	Microasphalt
Princess Road	Platt Lane To Mauldeth Road West	Microasphalt
Wilbraham Road	Withington Road To Princess Road	Microasphalt
<b>Gorton South</b>		
Old Hall Drive	Ryder Brow Road To Brookhurst Road	Microasphalt
<b>Harpurhey</b>		
Sidney, Old Road, Andrew Road	Full Length (See Crumpsall)	Resurface
<b>Higher Blackley</b>		
Heaton Park Road	Full Length	Reconstruction
<b>Levenshulme</b>		
Milwain Road	Full Length	Resurface
<b>Moston</b>		



<b>Ward / Street</b>	<b>Section</b>	<b>Treatment</b>
Nevin Road / Melford Avenue	Full Length	Reconstruction
<b>Old Moat</b>		
Princess Road	Mauldeth Road West To Cavendish Road	Microasphalt
<b>Whalley Range</b>		
Withington Road (Whalr/Fall/Chorp)	College Road To Manley Road	Microasphalt
<b>Woodhouse Park</b>		
Greenwood Road	Simonsway To Gladeside Road	Microasphalt

## Appendix 3

This table is for the programme of works to be completed autumn 2017 – spring 2018. Preventative treatments provide a value for money approach by stopping decline to roads that are in mid-life condition.

### Manchester City Council Carriageway Preventative Treatments Programme 2017 – 2018 - Tranche 2

Ward / Street	Section
<b>Baguley</b>	
Belsay Drive	Full Length
Birdlip Drive	Full Length
Birling Drive	Full Length
Bowland Road / Blackcarr Road	Floatshall Rd To Wendon Rd
Bracken Drive	Full Length
Brookcot Road	Full Length
Clay Lane	Newall Rd To Floats Rd
Dunnisher Road	Full Length
Flag Croft Drive	Full Length
Foscarn Drive	Full Length
Glazebury Drive	Full Length
Glebelands Road	Full Length
Hallwood Road	Full Length
Heyland Road	Full Length
Leaton Avenue	Full Length
Longcroft Grove	Full Length
Ninfield Road	Full Length
Pocklington Drive	Full Length
Sparks Close	Full Length
Troon Road	Full Length
Tweenbrook Avenue	Full Length
Westage Gardens	Full Length
Whitecarr Lane	Newall Rd To Boundary
<b>Bradford</b>	
Abbey Hey Lane (Brad/Gortn)	High Bank St To Capital Rd
Vine Street (Brad/Gortn)	Full Length
<b>Chorlton Park</b>	
Leacroft Road	Full Length
Wintermans Road	Full Length
Barlow Hall Road	Full Length
Bradwell Avenue	Full Length
Brookstone Close	Full Length
Cavendish Avenue	Full Length
Chatfield Road	Full Length
Clifton Road	Full Length
Clovelly Road	Full Length
Dartmouth Road	Full Length
Devonshire Road	Full Length

Ward / Street	Section
Disley Avenue	Full Length
Floyd Avenue	Full Length
Hartington Road	Full Length
Judson Avenue	Full Length
Larmuth Avenue	Full Length
Leeswood Avenue	Full Length
Leopold Avenue	Full Length
Little Avenue	Full Length
Lundy Avenue	Full Length
Macefin Avenue	Full Length
Manor Drive	Full Length
Matlock Avenue	Full Length
Pheasant Drive	Full Length
Sidbury Road	Full Length
Torbay Road	Full Length
Totnes Road	Full Length
Zetland Road	Full Length
Withington Road (Chorp / Fall / Whalr)	Wilbraham Rd To Mauldeth Rd
<b>Gorton North</b>	
Brogan Street	Full Length
Ackroyd Avenue	Full Length
Butman Street	Full Length
Claymore Street	Full Length
Collington Close	Full Length
Coram Street	Full Length
Dalehead Close	Full Length
Fleet Street	Full Length
Forshaw Avenue	Full Length
Fowler Avenue	Full Length
Gibson Avenue	Full Length
Gordon Street	Full Length
Harrop Street	Full Length
Jetson Street	Full Length
Kenyon Street	Full Length
Kings Close	Full Length
Lakeside Close	Full Length
Lunn Avenue	Full Length
Madison Street	Full Length
Marchioness Street	Full Length
Midgeley Avenue	Full Length
Oadby Close	Full Length
Olwen Avenue	Full Length
Parkstone Avenue	Full Length
Pencombe Close	Full Length
Peterborough Street	Full Length
Redacre Road	Full Length
Rigton Close	Full Length

Ward / Street	Section
Rookery Avenue	Full Length
Sandown Street	Full Length
Sarnesfield Close	Full Length
Shelford Avenue	Full Length
Swan Hill Close	Full Length
Violet Street	Full Length
Walter Street	Full Length
Wellington Street	Hyde Rd To Stelling St
Wycombe Avenue	Full Length
Vine Street (Gorton/Brad)	Full Length
<b>Gorton South</b>	
Mount Road	Kirkmanshulme Lane To Melland Road
<b>Harpurhey</b>	
Coningsby Drive	Full Length
Alderside Road	Full Length
Alfred Street	Full Length
Amos Street	Full Length
Ashley Lane	Zeta St To Cds End
Audrey Street	Full Length
Batley Street	Full Length
Benton Street	Full Length
Brocklehurst Street	Full Length
Bute Street	Full Length
Capstan Street	Full Length
Caversham Drive	Full Length
Cicero Street	Full Length
Clito Street	Full Length
Clough Road	Full Length
Edward Street	Full Length
Fernclough Road	Lathbury Rd To Shiredale Dr
Fram Street	Full Length
Hemsley Street South	Full Length
Hillier Street North & South	Full Length
Jonas Street	Full Length
Kingscliffe Street	Full Length
Lathbury Road	Full Length
Lily Lane	Full Length
Lizmar Terrace	Full Length
Mcconnell Road	Full Length
Mora Street	Full Length
Oakdene Street	Full Length
Parkmount Road	Full Length
Princedom Street	Full Length
Radford Drive	Full Length
Roda Street	Full Length
Sequoia Street	Full Length
Silton Street	Full Length

Ward / Street	Section
Simister Street	Full Length
Stanier Street	Full Length
Stanway Street	Full Length
Thornsett Close	Full Length
Wembury Street North	Full Length
Westbourne Grove	Full Length
Zeta Street	Full Length
Worsley Avenue (Harp/Most)	Full Length
<b>Miles Platting &amp; Newton Heath</b>	
Clough Street	Full Length
Coleridge Street	Full Length
Cravenhurst Avenue	Full Length
Crosby Road	Full Length
Deal Close	Full Length
Douro Street	Full Length
Gilmerton Drive	Full Length
Hallam Road	Full Length
Reather Walk	Full Length
Scotland Hall Road	Full Length
Acton Avenue	Full Length
Aldham Avenue	Full Length
Ascot Road	Full Length
Averill Street	Full Length
Ballantine Street	Full Length
Bridlington Close	Full Length
Camden Avenue	Full Length
Chelsea Road	Full Length
Cowley Street	Full Length
Crayford Road	Full Length
Daisy Bank	Full Length
Dakerwood Close	Full Length
Debenham Avenue	Full Length
Edenbridge Road	Full Length
Edgeware Road	Full Length
Elstree Avenue	Full Length
Finchley Avenue	Full Length
Finsbury Avenue	Full Length
Flash Street	Full Length
Gaskell Street	Droylesden Rd To Stotts La
Hackney Avenue	Full Length
Heathfield Street	Full Length
Homerton Road	Full Length
Ilfracombe Street	Full Length
Lambeth Road	Full Length
Lastingham Street	Full Length
Leng Road	Full Length
Ludgate Road	Full Length

<b>Ward / Street</b>	<b>Section</b>
Midhurst Avenue	Full Length
Millwright Street	Full Length
Mitchell Street	Full Length
Newton Street	Full Length
Queensferry Street	Full Length
Regent Street	Full Length
Rosehill Avenue	Full Length
Rossington Street	Full Length
Rothman Close	Full Length
Seabrook Road	Full Length
Staplehurst Road	Full Length
Surbiton Road	Full Length
Ten Acres Lane	Rosebank Rd To Oldham Rd
<b>Moss Side</b>	
Caythorne Street	Full Length
Cowesbury Street	Full Length
Grantham Street	Full Length
Acomb Street	Full Length
Albemarle Road	Full Length
Fernleaf Street	Full Length
Gateshead Close	Full Length
Gt Southern Street	Full Length
Haydn Avenue	Full Length
Heald Place	Moss La East To Gt Western St
Maine Road	Full Length
Monton Street	Full Length
Moss Lane East	Princess Rd To Wilmslow Rd
Newark Avenue	Full Length
Normanby Street	Full Length
Parkfield Street	Moss La East To Gateshead Cl
Playfair Street	Full Length
Raby Street	Princess Rd To Moss La East
Rita Avenue	Full Length
Roberts Avenue	Full Length
Ruskin Avenue	Full Length
Rutherford Avenue	Full Length
Salisbury Street	Full Length
Upper Lloyd Street	Full Length
Westwood Street	Full Length
<b>Moston</b>	
Moston Lane	Rochdale Rd To Nuthurst Road
Worsley Avenue (Most/Harp)	Full Length
<b>Northenden</b>	
Orton Road	Wythenshawe Road To Moorcroft Road