

The Executive

Minutes of the meeting held on 27 June 2018

Present: Councillor Leese in the Chair

Councillors Akbar, Bridges, Craig, N Murphy, S Murphy, Ollerhead, Rahman and Stogia

Also present as Members of the Standing Consultative Panel:

Councillors Sharif Mahamed, Ilyas, Midgley, and Taylor

Also present as Associate Executive Member

Councillor Karney

Exe/18/062 Minutes

Decision

To approve the minutes of the meeting held on 30 May 2018 as a correct record.

Exe/18/063 Hackney Carriage Fare Review 2018

In June 2017 we had reviewed the Hackney Carriage Fares and at that time had agreed an increase of 6.42% be applied to the hackney carriage fare, with the exception of the waiting time, should be applied in 2017/18 (Minute Exe/17/089). In June 2018 the Licensing and Appeals Committee had undertaken its annual review of the fares (Minute LAP/18/16). In that review the Committee had concluded that a review of the fare card should be in deferred pending a review of the methodology used to review the fares. However, there were minor immediate changes that the committee had agreed were needed now. Those were:

- the removal of the text which related to the administration charges for using a credit card, as such surcharges were not now allowed;
- the Piccadilly Station Barrier charge to increase from 40p to 60p; and
- the introduction of a barrier charge at the Ground Transport Interchange (Rail-link at Manchester Airport) of 60p.

As well as proposing these three changes the Committee had declined to recommend the proposed introduction of a £1.80 charge at Airport Terminal Drop Off Forecourts, being dissatisfied with the rationale given for the introduction of that charge. The committee also asked that clarification be sought as to how the introduction of that drop off charge would impact on disabled people travelling to the airport in hackney carriages.

The Executive now considered a report submitted by the Deputy Chief Executive (Growth and Neighbourhoods), to which was appended a copy of the report that the Licensing and Appeals Committee had considered. That new report explained the way that the Committee had dealt with this review and suggested that as well as

accepting the recommended changes being proposed by the Committee, that the Executive re-examine the issue of the introduction of a £1.80 charge at Airport Terminal Drop Off Forecourts so as to ensure that the drivers in the Hackney Trade did not have to bear this cost themselves.

The report set out more information on the justification used by Manchester Airport Group (MAG) to justify the introduction of this charge. It was a part of the airport's attempts to address the growing problem of traffic congestion at the airport terminals, with the forecast that the congestion levels were to increase with more users and increased security measures.

On the potential implications for disabled people travelling to the airport, the report also explained that MAG had confirmed that the charging policy would be widely publicised and passengers who possessed a blue badge asked to bring it to the airport with them so that they could be easily identified. Where that did not happen MAG was to adopt a common sense view with marshals on hand at all the entry and exit barriers to ensure that passengers with physical disabilities (and the public transport vehicles carrying them) were not subjected to the drop off charge.

Having considered the information set out in the report on the reasons for the three changes being proposed by the Licensing and Appeals Committee's, as well as the information provided by MAG on the new drop-off charge and the measures to ensure that disabled passengers would not be subject to that charge, and also not wanting to have the trade and the hackney carriage drivers have to carry this extra charge themselves, it was agreed to accept the fare card changes being proposed by the Committee, and also to add the additional £1.80 drop-off charge.

Decisions

To accept in part the recommendations of the Licensing and Appeals Committee and to add a further charge to the Fare Card, the introduction of drop off charge at Airport Terminal Drop Off Forecourts of £1.80, and so adopting the Fare Card as appended to these minutes.

Exe/18/064 Capital Programme Update

A report concerning requests to increase the capital programme was submitted. We agreed to recommend four changes to the Council and approved one other change under delegated powers. Taken together, these changes would increase the Council's capital budget by £5.398m.

The report also described the capital programme changes that had been approved by the City Treasurer, exercising delegated powers. These were:

- Highways - £80k for improved cycle links to the wider cycle network as part of Safe Routes to Schools for Chorlton High School, funded by government grant.
- Highways - £45k for three parking schemes: Hathersage, North Manchester General Hospital and Rusholme, funded by Section 106 contributions.

- Parks and Leisure - £75k to update and replace a number of items of play equipment and associated works in Northenden Riverside Park, funded by Section 106 contributions.
- Parks and Leisure - £93k for improvements to park, play and the entrance areas at King George V Park, funded by Section 106 contributions.
- ICT - A capital budget decrease of £46k with a corresponding transfer of £46k to the revenue budget for Members Case Management System.
- ICT - A capital budget decrease of £99k with a corresponding transfer of £99k to the revenue budget for a SAP Netweaver Upgrade.

Decisions

1. To recommend that the Council approve the following changes to Manchester City Council's (MCC) capital programme:
 - (a) Parks and Leisure – Abraham Moss Leisure Centre. A decrease in the capital budget of £0.076m in 2018/19, £0.448m in 2019/20, £0.620m in 2020/21 and £0.206m in future years and the transfer of these values to the revenue budget, funded by capital fund.
 - (b) Housing – Housing Affordability Fund - Empty Homes Scheme and Rent to Purchase. An increase to the capital budget of £1.6m funded by external contributions and a virement from the Equity Loans of £0.603m.
 - (c) ICT – Communications Room Replacement Phase 2. An capital budget allocation and transfer of £4.197m in 2018/19, £0.758m in 2019/20 and £0.069m in 2020/21 from the ICT Investment Fund, funded by borrowing.
 - (d) Strategic Development – Civic Quarter Heat Network. A capital budget increase of £3.000m in 2019/20 and £2.000m in 2020/21, funded by borrowing on an invest to save basis.
2. To approve the following changes to the capital programme:
 - (e) ICT – Internet Resilience. A capital budget allocation and transfer of £0.444m from the ICT Investment Fund, funded by borrowing.
3. To note increases to the programme as a result of delegated approvals by the City Treasurer.

Exe/18/065 Manchester Piccadilly Strategic Regeneration Framework Update 2018

In December 2013 we had endorsed a Strategic Regeneration Framework for Manchester Piccadilly (Minute Exe/13/175). In October 2017 we noted that as part of the Growth Strategy the vision for the Piccadilly area had been refined to enhance its potential and incorporate updated infrastructure proposals. It was agreed then that a refreshed Strategic Regeneration Framework (SRF) for Manchester Piccadilly should be developed to reflect the updated masterplanning work carried out as part of the

Growth Strategy (Minute Exe/17/131). In March 2018 the Executive endorsed in principle an updated regeneration framework for the Manchester Piccadilly SRF area and asked the Chief Executive to undertake a public consultation exercise on the framework (Minute Exe/18/031).

A report now submitted by the Strategic Director (Development) described the consultation that had been undertaken, set out the outcome of the consultation, and proposed that a revised Framework document now be approved and adopted. It explained that consultation letters had been sent out to 3,276 local residents, businesses, and stakeholders to inform them of the public consultation, how to engage in the consultation process, and where to access the updated Piccadilly SRF. The SRF had also been made available on the Council's website and comments were invited. The formal consultation had run for six weeks and had closed on 21 April 2018.

In total 15 responses had been received: six from individual residents; six from landowners within the SRF boundary; and three from statutory/public organisations. The report explained that the majority of the responses received to the consultation had been generally supportive of regenerating the Manchester Piccadilly area, and of the SRF proposals. A number of issues had been raised which the report categorised and analysed under eight headings: Land and Property Impact; Land Use; Density and Height; Heritage; Public Realm; Phasing; Rail Services and Configuration; and Statutory Agency Responses.

The report examined the issues that had been raised by consultees in their responses, and how the Council proposed to respond to them in the SRF, including the changes that had been made to the document. It was also explained that further consultation with both local stakeholders and residents was to take place as more detailed plans were developed.

Having considered the views expressed by the consultees, the proposed responses to the issues that had been raised, and the revisions made to the SRF document, we approved the Manchester Piccadilly Strategic Regeneration Framework.

Decision

1. To note the comments received on the Strategic Regeneration Framework and the response to these comments.
2. To approve the Manchester Piccadilly Strategic Regeneration Framework with the intention that it will become a material consideration in the Council's decision making as the Local Planning Authority.

Exe/18/066 Portland Street Strategic Regeneration Framework

The Portland Street SRF area in the city centre is bounded by Portland Street, Chorlton Street, Bloom Street and Abingdon Street and comprises four existing city blocks. The SRF area is adjacent to the Gay Village. In December 2017 the Executive endorsed in principle an updated regeneration framework for the area and

asked the Chief Executive to undertake a public consultation exercise on the draft framework (Minute Exe/17/155). In December 2017 an assurance had been given that the adjacency of the Village would be one of the key considerations in the consultation, and that the consultation would include users and business in the Village.

Consultation letters were initially sent out to 405 local residents, businesses, and stakeholders informing them about the public consultation, how to engage in the consultation process, and where to access the SRF. The SRF was also made available on the Council's website. During the consultation period it was decided that the consultation boundary be extended and 760 consultation letters re-issued to a wider number of residents, businesses, and stakeholders. The consultation closed on 22 March 2018.

The report explained that a total of 31 responses had been received: 27 from residents, individuals and business owners, including one from a candidate in the upcoming local election; two from statutory agencies; one from a friends group; and one from a charitable organisation.

The report categorised and analysed the consultation responses under the headings of: impact on LGBT and Village community; impact on the business community and local economy; community uses and events space; SRF document and consultation; development uses; residential development; connectivity and transport; architecture and design; safety and general comments.

The report set out the proposed changes to the draft SRF that were to take account of the views expressed by the consultees, including that the draft framework had been amended to further illustrate the context and prominent role of the LGBTQ+ community within the adjacent Village area. The report clarified that it is not for the Portland Street SRF to also detail a strategy for the Village. It was explained at the meeting that such a strategy was to be taken forward by the Council as separate pieces of work, with the sustainable future of the Pride event being one of those. However, the revised framework would acknowledge the location of the area at the edge of the Village and at the appropriate times, including the detailed design of Sites 2, 3 and 4, there would be further consultation with the wider community on design, appearance, and uses.

Having considered the views expressed by the consultees, the proposed responses to the issues that had been raised, and the revisions made to the SRF document, we approved the Portland Street Strategic Regeneration Framework, welcoming the changes made to the Framework to recognise and take account of the importance of the Village area of the City Centre that is adjacent to the SRF area.

Decisions

1. To note the comments received on the Strategic Regeneration Framework and the response to these comments.
2. To agree the proposed amendments to the Strategic Regeneration Framework arising from the comments received.

3. To endorse the principles in the Portland Street Strategic Regeneration Framework update, with the intention that it will become a material consideration in the Council's decision making as the Local Planning Authority.
4. To agree to work with the Pride Committee to ensure that the Pride event has a long-term sustainable future.
5. To commit to work with all stakeholders in the Village to build a long-term sustainable future for the Village in a way the preserves its particular characteristics.

Exe/18/067 The disposal of 20 housing units for shared ownership at Booth Hall, Charlestown - North Manchester New Build Phase 1 Programme

On 6 June a Key Decision (Ref 2018/02/1B) had been made by the Strategic Director (Development) to dispose of 20 new build properties acquired from Taylor Wimpey at a combined estimated figure of £584,230 based on a 25% share. That decision had been called-in for consideration by the Economy Scrutiny Committee. At the recent meeting of the Economy Scrutiny Committee which was considering the call-in the decision maker had explained that his decision was being withdrawn for reconsideration, and that a report on the matter would be presented to the Executive (Minute ESC/18/22).

That report was now submitted by the Strategic Director (Development). That set out the history of the proposal which had begun with a successful application for government grant to build 56 affordable homes. As the cost of building on all the sites identified for this had become clearer it had become apparent that the available funds would not allow 56 homes to be built within the timescales required by the conditions of the grant. Therefore alternative means of securing the creation of new affordable homes had been investigated including the Taylor Wimpey Booth Hall scheme that was to construct 258 new homes.

The report explained that an agreement had been reached with Taylor Wimpey to purchase 20 affordable homes on the Booth Hall development. Those were then to be sold on a shared ownership basis. The agreement to purchase the homes was at a discount of 26% against the open market value, and the total purchase price including costs was £2.453m. The costs of purchase were to be split £345k Homes England Grant and the remaining £2.108m from the Housing Revenue Account (HRA) capital resources. Upon selling each of the properties the shared owner was to acquire initially a minimum of 25% of the full open market value of each property.

As well as those 20 homes the government grant was to provide new resources to enable the City Council to deliver 40 new build homes to be let at an affordable rent. The 40 units would be delivered across six sites in Cheetham, Harpurhey and Moston wards of North Manchester. Therefore the total number of affordable homes had increased from 56 to 60.

The report also set out the sales and marketing policy for the 20 shared ownership homes, and a copy of the full policy was appended to the report. The key eligibility tests in that were:

- applicants would meet the eligibility criteria set out in the Manchester Housing Affordability Policy in terms of household income and ratio of housing debt to household income;
- applicants had to meet Homes England Shared Ownership eligibility requirements; and
- applicants must be financially capable of purchasing their initial share and sustaining payments on any associated mortgage and rent commitments.

Applicants eligible to apply would be over 18 years of age; usually be a First Time Buyer; be able to demonstrate that they were unable to purchase a property on the open market; not earning more than £27K per annum (earnings threshold for single and joint applications); have funds to meet the purchase costs of buying a home; be able to access a mortgage and sustain mortgage and rental payments over time; and usually be a British or EU/EA citizen, or have indefinite leave to remain in the UK.

Decisions

1. To note the overall increase in the provision of affordable homes as part of the North Manchester New Build 1 Programme from 56 to 60.
2. To note the changes to the North Manchester New Build Programme and the rationale to reduce the number of Affordable Rent homes planned to be available from 56 to 40 as set out in the report.
3. To note the acquisition of the 20 new build houses from Taylor Wimpey as part of the existing s106 agreement on the Booth Hall Development in the Charlestown Ward of North Manchester.
4. To consent to the Chief Executive using existing delegated authority to dispose of 20 new build houses in the Charlestown ward of North Manchester as shared ownership homes.
5. To approve the Sales and Marketing policy as set out in the report.
6. To authorise the City Solicitor to enter into any agreements to give effect to the recommendations.

Exe/18/067 Geoff Little, Deputy Chief Executive (People, Policy and Reform)

The Deputy Chief Executive (People, Policy and Reform), Geoff Little, was leaving the Council in July to take up the position of Chief Executive of Bury Council. The Executive expressed its thanks and appreciation for the service Mr Little has given to the Council and to the citizens of Manchester, commending him for the outstanding contribution he has made to the City, to public sector reform and the transformation of Health and Social Care in the city. He was given best wishes for his next position.

(Minute Exe/18/063)

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Public taxi fares and charges (effective from xxxx 2018)

Fares detailed below are the **MAXIMUM** fares that may be charged

Day (6am until 10pm)				Night (10pm until 6am) (Bank holidays and Good Friday 24hrs)			
381.1 yards (348.44 m)		£2.30		First 230.39 yards (210.67m)		£2.80	
Then for every 178.96 yards		20p		Then for every 134.4 yards		20p	
(163.6 m) or part thereof				(122.9m) or part thereof			
Waiting time every 38.89 secs		20p		Waiting time every 29.29 secs		20p	
(£3.20 per 10 mins, £18.60 per hour)				(£4.00 per 10 mins, £24.60 per hour)			
Extras							
Christmas / New Year				Night rate plus 50%			
8pm on 24 December until 6am on 27 December							
8pm on 31 December until 6am on 2 January							
For each passenger additional to hirer				20p			
Fouling charge				£30.00			
Piccadilly Station Charge							
For journeys through Piccadilly Station taxi rank barrier				60p			
Manchester Airport Charge							
Barrier charge at Ground Transport interchange (rail link)				60p			
Drop off at any terminal				£1.80			
Pick up at any airport taxi rank				£1.60			
Average Cost (not including any waiting time)							
		Day	Night			Day	Night
1 mile	(1.6km)	£ 3.90	£ 5.20	7 miles (11.3km)	£15.70	£20.80	
3 miles	(4.8km)	£ 7.90	£10.40	9 miles (14.5km)	£19.70	£26.20	
5 miles	(8.0km)	£11.90	£15.60	10 miles (16.1km)	£21.70	£28.80	

Upfront payments – drivers may ask you to pay a nominal deposit up front to provide assurance of payment.

All fares should be charged at meter fare, **UNLESS** destination falls outside the Greater Manchester County or four miles from the nearest point of the city boundary. If the destination falls outside the above area, the fare should be negotiated with the driver before commencement of the journey. If the fare is not negotiated before commencement, the meter fare **ONLY** should be charged.

FOR COMPLAINTS:

Please complete the online form at www.manchester.gov.uk/taxi

Alternatively Email taxi.complaints@manchester.gov.uk or Telephone: 0161 234 5004 or write to Taxi Compliance, Licensing Unit, PO Box 532, Manchester M60 2LA