



Executive

Date: Wednesday, 18 October 2023

Time: 2.00 pm

Venue: Council Antechamber, Level 2, Town Hall Extension

This is a **combined agenda pack** for information only

Access to the Antechamber

Public access to the Council Antechamber is on Level 2 of the Town Hall Extension, using the lift or stairs in the lobby of the Mount Street entrance to the Extension. **There is no public access from any other entrance.**

Filming and broadcast of the meeting

Meetings of the Executive are 'webcast'. These meetings are filmed and broadcast live on the Internet. If you attend this meeting you should be aware that you might be filmed and included in that transmission.

Membership of the Executive

Councillors

Bev Craig (Chair), Akbar, Bridges, Hacking, Igbon, Midgley, Rahman, Rawlins, T Robinson and White

Membership of the Consultative Panel

Councillors

Ahmed Ali, Butt, Chambers, Douglas, Foley, Johnson, Leech, Lynch and Moran

The Consultative Panel has a standing invitation to attend meetings of the Executive. The Members of the Panel may speak at these meetings but cannot vote on the decisions taken at the meetings.

Agenda

- 1. Appeals**
To consider any appeals from the public against refusal to allow inspection of background documents and/or the inclusion of items in the confidential part of the agenda.
- 2. Interests**
To allow Members an opportunity to [a] declare any personal, prejudicial or disclosable pecuniary interests they might have in any items which appear on this agenda; and [b] record any items from which they are precluded from voting as a result of Council Tax/Council rent arrears; [c] the existence and nature of party whipping arrangements in respect of any item to be considered at this meeting. Members with a personal interest should declare that at the start of the item under consideration. If Members also have a prejudicial or disclosable pecuniary interest they must withdraw from the meeting during the consideration of the item.
- 3. Minutes**
To approve as a correct record the minutes of the meeting held on 4 October 2023. 5 - 6
- 4. Our Manchester Progress update** **All Wards**
Report of the Chief Executive attached 7 - 18
- 5. High Speed Rail 2, Northern Powerhouse Rail and 'Network North' Update** **All Wards**
Report of the Strategic Director (Growth and Development) attached 19 - 38
- 6. ID Manchester SRF Update** **Ardwick;**
Report of the Strategic Director (Growth and Development) attached **Hulme;**
Piccadilly
39 – 58
- 7. Building Stronger Communities Together Strategy 2023 - 2026** **All Wards**
Report of the Strategic Director (Neighbourhoods) attached 59 - 130
- 8. Moston Lane Development Framework (Part A)** **Moston**
Report of the Strategic Director (Growth and Development) attached 131 - 220
- 9. Manchester - Major Event Funding Model (Part A)** **All Wards**
Report of the Strategic Director (Neighbourhoods) attached 221 - 232
- 10. Exclusion of the Public**
The officers consider that the following item or items contains exempt information as provided for in the Local Government

Access to Information Act and that the public interest in maintaining the exemption outweighs the public interest in disclosing the information. The Executive is recommended to agree the necessary resolutions excluding the public from the meeting during consideration of these items. At the time this agenda is published no representations have been made that this part of the meeting should be open to the public.

11. **Moston Lane Development Framework - Acquisitions (Part B)** **Moston**
233 - 246
Report of the Strategic Director (Growth and Development) attached

12. **Manchester - Major Event Funding Model (Part B)**
Report to follow

Information about the Executive

The Executive is made up of 10 Councillors: the Leader and two Deputy Leaders of the Council and 7 Executive Members with responsibility for: Early Years, Children and Young People; Health Manchester and Adult Social Care; Finance and Resources; Environment and Transport; Vibrant Neighbourhoods; Housing and Development; and Skills, Employment and Leisure. The Leader of the Council chairs the meetings of the Executive

The Executive has full authority for implementing the Council's Budgetary and Policy Framework, and this means that most of its decisions do not need approval by Council, although they may still be subject to detailed review through the Council's overview and scrutiny procedures.

It is the Council's policy to consult people as fully as possible before making decisions that affect them. Members of the public do not have a right to speak at meetings but may do so if invited by the Chair.

The Council is concerned to ensure that its meetings are as open as possible and confidential business is kept to a strict minimum. When confidential items are involved these are considered at the end of the meeting at which point members of the public and the press are asked to leave.

Joanne Roney OBE
Chief Executive
Level 3, Town Hall Extension,
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Further Information

For help, advice and information about this meeting please contact the Committee Officer:

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Executive

Minutes of the meeting held on Wednesday, 4 October 2023

Present: Councillor Craig (Chair)

Councillors: Akbar, Bridges, Hacking, Igbon, Midgley, Rahman, Rawlins, T Robinson, White

Also present as Members of the Standing Consultative Panel:

Councillors: Ahmed Ali, Chambers, Foley, Johnson, Leech and Moran

Apologies: Councillor Butt, Douglas and Lynch

Exe/23/83 Minutes

Decision

The Executive approved as a correct record the minutes of the meeting on 13 September 2023.

Exe/23/84 Places for Everyone Plan: A Joint Development Plan Document for 9 Greater Manchester Local Authorities - Proposed Modifications Consultation

The Executive considered a report of the Strategic Director (Growth and Development), which provided an update on the progress of Places for Everyone Plan (a Joint Development Plan Document for nine Greater Manchester Local Authorities (Places for Everyone Plan)) and also sought approval for proposed modifications to the plan.

The report provided contextual detail as to how the proposals had reached their current iteration

The Executive Member for Housing and Development advised that whilst there were a number of proposed modifications, they did not change the overall vision, objectives and spatial strategy of the Plan. Inspectors had considered that the proposed modification to the Plan period were necessary to make the plan sound to ensure that, in line with Government Policy, the PfE strategic policies looked ahead over a minimum 15 year period from adoption and thus provided a sufficient policy framework for the individual local plans which would follow on from the PfE's adoption.

The Plan continued to feature specific policies and an allocation that directly related to Manchester included:-

- Delivery of a minimum of around 60,000 new homes; and over 2 million square metres of office floorspace in Manchester by 2039;
- Policies to deliver growth and regeneration across the City
- Seeking to achieve a carbon neutral city no later than 2038;

- Inclusion of the requirement to deliver biodiversity net gain in line with national policy;
- Policies across a range of other themes including flood risk, water resources, air quality, economic and housing matters, heritage, culture, education and skills, health, and sport and recreation; and
- Specific allocation identified in the plan for Manchester for new jobs at Wythenshawe Hospital.

It was noted that once the Places for Everyone Plan was adopted it would form part of Manchester's development plan. As such Manchester's local Plan would need to be consistent with it and any neighbourhood plans would need to be in general conformity with the strategic policies.

Councillor Leech sought clarification in relation to the proposals for additional office floor space, Brownfield land preference within urban areas and the limited release of GreenBelt for both housing and employment.

Decisions

The Executive:-

- (1) Note progress made in respect of the Places for Everyone Plan (PfE).
- (2) Agree that the PfE modifications (Main, Additional and those relating to the policies map), and associated supporting background documents be subject to a period of representations for a period of 8 weeks commencing no earlier than 9 October 2023.
- (3) Agree the next steps for the production of the PfE Plan (as detailed in section 12 of the report).

Manchester City Council Report for Information

Report to: Executive – 18 October 2023

Subject: Our Manchester Progress Update

Report of: The Chief Executive

Summary

The report provides an update on key areas of progress against the Our Manchester Strategy – Forward to 2025 which resets Manchester’s priorities for the next five years to ensure we can still achieve the city’s ambition set out in the Our Manchester Strategy 2016 – 2025

Recommendation

The Executive is requested to note the update provided in the report.

Wards Affected - All

Environmental Impact Assessment - the impact of the decisions proposed in this report on achieving the zero-carbon target for the city

Equality, Diversity and Inclusion - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments

Our Manchester Strategy outcomes	Summary of how this report aligns to the OMS/Contribution to the Strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The work to reset the Our Manchester Strategy considered all five of the Strategy’s existing themes to ensure the city achieves its aims. The themes are retained within the final reset Strategy, Forward to 2025.
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

Financial Consequences – Revenue

None

Financial Consequences – Capital

None

Contact Officers:

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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.

Executive Report – 17th February 2021 - Our Manchester Strategy – Forward to 2025

1.0 Introduction

- 1.1 This is the latest in an ongoing series of reports highlighting examples of areas where strong progress is being made against key strategic themes identified in the Our Manchester Strategy.

2.0 Crossacres Family Hub

- 2.1 The Crossacres Family Hub is the third such one-stop-shop for families to open in city and follows the opening over the summer of similar family hubs in Longsight and Cheetham.
- 2.2 The hubs provide a range of advice, support and services, all targeted at parents, children, and young adults.
- 2.3 With more than 136,000 young people aged 0-19 in Manchester the family hubs aim to make sure they and their families get the support they need, at the time they need it, from birth through to adulthood.
- 2.4 Unlike Sure Start Centres which largely provide support aimed at younger children, the age range of those supported through the hubs is from pre-birth, through the infant and toddler stage, all the way up to age 19 years, or up to 25 for young adults who have special needs.
- 2.5 The hubs have been set up to provide access to a wide range of services to help families navigate all aspects of family life - from health issues such as infant feeding, mental health support, and stopping smoking, to building better relationships, accessing school and education support, as well as providing advice on jobs, skills training, and next steps post-18.
- 2.6 Manchester is one of 14 trailblazer areas nationally chosen earlier this year to receive additional funding from the government's Family Hubs and Start for Life programme, to fast-track delivery of these new services.
- 2.7 The family hubs are one element of the broader five-year Making Manchester Fairer action plan which aims to address inequalities in the city, recognising that these can start early on in life and affect everything from people's work and housing prospects to their life expectancy. The plan also includes work around tackling cost of living pressures and poverty, which are also integral to improving health and wellbeing.

Relates to Our Manchester Strategy themes:

- Progressive and Equitable City
- Thriving and Sustainable City
- Highly Skilled City

3.0 Council Tax Support

- 3.1 Manchester residents are currently being consulted on proposals to increase Council Tax Support for the city's poorest working-age households.
- 3.2 Under the city's current Council Tax Support scheme, the Council will reduce the amount owed by a household by up to 100% for pension-age residents with the lowest incomes and up to 82.5% for working-age residents with the lowest incomes.
- 3.3 It is proposed that from April 2023 the maximum reduction for working-age residents is increased by 2.5% to 85% - meaning that the maximum those eligible for Council Tax Support would need to pay would be 15% of the bill rather than 17.5%.
- 3.4 At the same time, it is proposed that rules allowing reductions to be backdated where someone has a good reason not to have claimed sooner are extended to allow up to a year's back payments rather than up to six months as is currently the case.
- 3.5 It is estimated that these proposed changes which are part of a wider package of support for residents struggling with the cost-of-living crisis - would cost the Council around £770,000 in 2024/25.
- 3.6 The Council Tax Support scheme currently provides around one fifth of Manchester households with help paying their bills.
- 3.7 The consultation runs until Sunday 12 November and can be found at www.manchester.gov.uk/counciltaxsupportchanges

Relates to Our Manchester Strategy themes:

- Progressive and Equitable City
- Thriving and Sustainable City

4.0 Wythenshawe Town Centre

- 4.1 The procurement process has begun for a joint venture partner to drive the transformative development plan for Wythenshawe town centre over the next 15 years.
- 4.2 The Council acquired Wythenshawe Civic Centre in 2022 and has since undertaken consultation with local people and businesses around the investment proposals for the area.
- 4.3 Taken together, the 1970s shopping centre and surrounding cleared land and car parks represents an outstanding regeneration opportunity in South Manchester for an aspirational development programme to deliver a zero carbon commercial

and cultural space with new shops, a new public square and around 1,600 new homes. The housing will include a mix of tenures including homes for affordable rent and shared ownership.

- 4.4 The appointed partner will take a leading role in the ongoing management of the existing shopping centre while also considering the wider Council-owned land for redevelopment. The entire development opportunity consists of more than 7.5 hectares.
- 4.5 Expressions of interest from potential joint venture partners are being accepted until Friday 8 November 2023.

Relates to Our Manchester Strategy themes:

- Thriving and Sustainable City
- Liveable and Zero Carbon City
- Connected City

5.0 Rough sleeping and winter provision

- 5.1 Comprehensive plans are being drawn up to provide assistance and emergency accommodation for people rough sleeping during periods of severe cold or other extreme weather this winter.
- 5.2 Every year the Council works with local partners and health services to put plans in place under the Severe Weather Emergency Protocol (SWEP.) Nationally, the benchmark for such protocols to come into force is when the temperature is forecast to drop to zero or below for three consecutive nights. But in Manchester the temperature only needs to be forecast to drop below zero for a single night for the plans to be activated and emergency accommodation and assistance provided for people sleeping rough.
- 5.3 In 2022/23 the severe weather protocol was activated on three separate occasions – in December 2022, January 2023 and February 2023 – for a total of 29 days, helping up to 142 people on each occasion.
- 5.4 A verification process was introduced, based on interactions with the Council's Outreach team and other partners, to ensure that those accessing the service were sleeping rough and not sofa surfing or in other insecure accommodation to ensure that accommodation was available for those in immediate need.
- 5.5 During the February 2023 outreach a night time outreach offer was introduced between midnight and 4am with the Council's Outreach team together with partners from Manchester Homelessness Partnership working to ensure rough sleepers are located and encouraged to come indoors.

- 5.6 Accommodation was predominantly provided at Etrop Grange Hotel, which has been developed as an off-street offer for people sleeping rough. It has 74 bedspaces and can accommodate dogs, a key consideration for some people sleeping rough. Additional emergency overnight sit-up provision was also made available.
- 5.7 The proposed model for 2023/24 will build on lessons learned during 22/23 to deliver a comprehensive cold weather offer to people sleeping rough and be activated when temperatures are forecast to drop below zero for one night or when the Met Office issue a red weather warning.
- 5.8 When SWEP is activated it will trigger a robust street outreach operation from midnight to 4am, again from the Council's outreach team working with partner agencies, to target known rough sleeping 'hotspots' and respond to reports of rough sleeping. There will be at least 24 hours notice for partners ahead of the Council activating severe weather services.

Relates to Our Manchester Strategy themes:

- Progressive and Equitable City

6.0 Single Use Plastics

- 6.1 The Environment, Climate Change and Neighbourhoods Scrutiny Committee meeting last Thursday, 12 October, received a progress update on the Council's work to eradicate the unavoidable use of Single Use Plastics (SUPS) by the end of 2024.
- 6.2 Plastic waste contributes to global pollution, litter and to climate change because fossil fuels are used in production. Tackling their use is complex because there are instances – such as for health and safety reasons – where no viable alternatives currently exist. The focus is therefore on eliminating non-essential use within the Council's operations as well as influencing stakeholders to follow suit wherever possible.
- 6.3 The Council's Climate Change Action Plan 2020-25 looks to cut out avoidable SUPs within the council's operational estate – cafes, markets, council-run events and other events held on public land and the procurement of goods.
- 6.4 A Sustainability Project manager has been appointed to lead this drive.
- 6.5 Extensive work has been undertaken to understand SUP use within the Council's operations and identify where such items can be removed altogether or, where they are necessary to service provision and no viable alternatives exist, reduced or recycled.
- 6.6 A working group, chaired by the Head of Commissioning and Procurement, was established in April 2023 to oversee this work and develop an action plan, helping

ensure that SUP reduction practices are embodied in decision-making process across the Council.

6.7 Actions already undertaken include:

- Catering: SUP reduction practices embedded in catering concession agreements
- Licensing: Under the new Licensing Policy, which is implemented later this year, applicants are required to meet SUP-free expectations.
- Cleaning: Engagement with cleaning product suppliers to deliver a switch to bulk containers rather than individual bottles.
- Key performance indicators on SUP reduction will be added to the Council's commissioning process from early 2024.

6.8 In June 2023 the Council signed up to the Refill campaign, working with not-for-profit organisation City to Sea in a 12-month pilot to encourage re-use, for example highlighting the Council and other buildings where members of the public can fill up reusable water bottles for free. The Council is also helping to raise awareness among residents and businesses of new national regulations, which came into force earlier this month, banning single use plastic plates, bowls, trays, containers, cutlery and balloon sticks (with some exemptions.)

The Council continues to play an active role in the Greater Manchester Single Use Plastics working group, chaired by GMCA working with the 10 local authorities.

Relates to Our Manchester Strategy themes:

- Liveable and Zero Carbon City
- Progressive and Equitable City

7.0 UEFA 20228

7.1 Manchester's Etihad Stadium has been named as one of the host stadiums for Euro 2028.

7.2 Manchester City FC's home ground is one of 10 stadia, and one of only six in England, which will hold matches in the tournament which UEFA confirmed earlier this month will be held in the UK and Ireland.

7.3 This is the first time a men's international football tournament has been hosted in this country since EURO 96, when Manchester was also a host city.

7.4 As a renowned football city, Manchester is recognised for a strong track record of welcoming major events including staging matches in last year's successful UEFA women's EURO 22.

7.5 It will be another in a long line of international sporting competitions hosted in the city, which recently included one of the group stages in the Davis Cup, the World Cup of tennis. Such events support the city's visitor economy as well as providing a legacy of inspiration and inclusion.

7.6 Fixture and ticket sales details for EURO 2028 will be released nearer the time.

Relates to Our Manchester Strategy themes:

- Thriving and Sustainable City
- Progressive and Equitable City

8.0 Youth and Play Commissioning

8.1 Manchester recognises that young people must be at the heart of its strategies and places great importance on developing and growing an enriched youth offer with access to a variety of services and activities. There are currently approximately 134,000 young people aged 10-24, which accounts for almost a quarter of the city's population.

8.2 Since the Covid-19 pandemic there has been a significant uplift in funding for youth and play provision. Through a combination of Council and external contributions, investment in these services has grown by £4.6m from a base budget of £2.8m since 2020.

8.3 The current commissioning programme was transferred from Young Manchester to the Council on 1 April 2022. It was scheduled to end on 31 March 2023 but was extended to 31 December 2023 at the request of the sector. Grant awards for the last quarter of 23/24 and 24/25, to commence on 1 January 2024 and subject to due diligence, have been announced.

8.4 The decision-making process had three stages: A young people's advisory panel, officer recommendations and ratification by the Executive Member for Early Years, Children and Young People and Strategic Director of Neighbourhoods. Considerations included ensuring a good spread across the city and demonstrable links to the Our Manchester Strategy and related initiatives such as the UNICEF child-friendly city programme and Making Manchester Fairer.

8.5 Altogether 48 individual applications and 13 partnership applications were received, with £400,000 available for the last quarter of 2023/24 and £1.6m in 2024/25.

8.6 The following individual applications are to receive funding for 15 months, the last quarter of 23/24 and the whole of 24/25:

- 42nd Street (services accessible to residents of all wards) - £104,114

- Yellow Jigsaw media clubs (delivering in all wards except Didsbury East and West, Fallowfield, Old Moat, Sharston and Northenden) - £20,700
- Manchester Youth Academy (Hulme, Levenshulme, Longsight, Piccadilly, Rusholme, Ardwick, Deansgate, Gorton & Abbey Hey) - £52,614
- The Proud Trust (services accessible to residents of all wards) - £106,123
- Z-Arts (Hulme and Rusholme) - £41,089
- Unity Radio (all wards except Charlestown, Deansgate and some in South Manchester) - £17,660
- Wythenshawe Community Initiative (Baguley, Brooklands, Northenden, Sharston, Woodhouse Park) -£36,264
- N-Gage (Baguley, Brooklands, Burnage, Didsbury East, Didsbury West, Fallowfield, Withington) - £52,750
- Manchester Young Lives (Wythenshawe, Moss Side, Ardwick, Baguley) - £152,800
- Community on Solid Ground (Burnage, Chorlton, Chorlton Park, Fallowfield, Whalley Range, Withington, Moss Side, Longsight and Hulme) - £71,075
- Whalley Range Youth Opps Assoc (Whalley Range, Chorlton, Rusholme) - £52,600
- Groundwork (citywide but concentrating on Crumpsall, Harpurhey and Gorton) - £35,220

8.7 The following partnership applications are to receive funding for 15 months, the last quarter of 23/24 and the whole of 24/25:

- 4CT (Delivering in Ancoats & Beswick, Clayton & Openshaw, Harpurhey, Miles Platting & Newton Heath, Gorton & Abbey Hey) - £162,463
- YPAC (Ancoats & Beswick, Clayton & Openshaw, Harpurhey, Miles Platting & Newton Heath, Gorton & Abbey Hey) - £86,092
- Manchester Youth Zone (Charlestown, Crumpsall, Harpurhey, Higher Blackley, Moston) - £144,449
- Young Manchester (Cheetham and Crumpsall) - £46,704
- Rainbow Surprise (Charlestown, Cheetham, Crumpsall, Harpurhey, Higher Blackley, Moston) - £46,092
- Hideaway (Moss Side, Hulme, Rusholme) - £31,870
- M13 Youth Project (Ardwick, Gorton & Abbey Hey, Levenshulme, Longsight, Rusholme) - £121,713
- Powerhouse (Moss Side, Moston, Ardwick, Gorton & Abbey Hey, Hulme, Longsight, Rusholme, Chorlton, Chorlton Park, Fallowfield) - £100,689
- Highway Hope (services available for children and young people in all wards) -£36,526
- Barlow Moor Community Association (Chorlton, Chorlton Park, Withington, Didsbury West) - £92,817
- Old Moat Outreach Project (Chorlton, Chorlton Park, Old Moat, Withington) - £89,502

- Wythenshawe Community Housing Group (Ancoats & Beswick, Clayton & Openshaw, Harpurhey, Ardwick, Gorton & Abbey Hey, Hulme, Longsight, Moss Side, Baguley, Brooklands, Burnage, Chorlton Park, Didsbury West, Fallowfield, Northenden, Old Moat, Sharston, Woodhouse Park) - £141,138

8.8 An additional £500,000 has been set aside by the Council in 2023/24 to support commissioning and sector development with organisations receiving up to £7,500 to support volunteer training, accredited training in youth and play work, capacity building and so on.

Relates to Our Manchester Strategy themes:

- Progressive and Equitable City
- Thriving and Sustainable City

9.0 Youth Investment Fund (YIF)

9.1 In August 2022 DCMS launched the second phase of its Youth Investment Fund (YIF) capital programme to deliver new and refurbished youth facilities in the most deprived parts of England. Manchester is eligible to apply for this funding, which must be spent by the end of March 2025.

9.2 Seven Council-led YIF bids for schemes totalling approximately £10.5m have been submitted, and a number of standalone schemes led by other organisations are also being supported.

9.3 The following Council-led site proposals have been submitted:

- NACRO: New modular build in Wythenshaw Park – approx £1.9m
- Groundwork and Rainbow Surprise: New modular build in Crumpsall Park – approx £1.2m
- N-Gage: Demolition and new modular build on Burnage Lane site – approx £2.94m
- OMYOP: Demolition and new modular build on the Old Depot site in Old Moat – approx £1m
- Unity Arts: Medium-scale refurbishment of Brookfield House in Chorlton Park – approx £400,900
- Unity Arts: New modular build on Field of Oz site in Chorlton - £1.2m
- 4CT: New modular build on Sterling Centre site - £1.7m

9.4 The below standalone proposals are also being supported by the Council.

- Powerhouse: Large scale renovation and refurbishment of existing building in Moss Side – approx £2.32m
- Manchester Youth Zone - £1m
- Community on Solid Ground: Large-scale renovation and extension of existing premises in Whalley Rang - £750k

- 42nd Street: Mid-scale renovation of existing building - £300k
- Anson Cabin: Small-scale renovation of existing building or mid-scale new build - £100k to £1m
- MYL: Mid-scale renovation or refurbishment to one or more of its existing adventure playgrounds - £250k to £1m
- Z-Arts: Small-scale refurbishment to existing building - £100k
- WRYOA: Small-scale refurbishment to existing building - £100k
- BMCA: Small-scale refurbishment to existing building in Chorlton Park ward - £50k
- Trinity House: Small-scale refurbishment to existing building in Rusholme - £50k
- Reform Radio: Small-scale refurbishment to existing building - £30k

9.5 A decision from DCMS on these applications is expected later this month.

10.0 Contributing to a Zero-Carbon City

10.1 Achieving Manchester's zero carbon target has been reflected throughout the work on the Our Manchester Strategy reset, with sustainability being a key horizontal theme throughout. Forward to 2025 restates Manchester's commitment to achieving our zero carbon ambition by 2038 at the latest.

11.0 Contributing to the Our Manchester Strategy

11.1 The reset of the Our Manchester Strategy will ensure that the city achieves its vision. The five themes have been retained in the reset Strategy, with the new priorities streamlined under the themes.

12.0 Key Policies and Considerations

12.1 There are no particular equal opportunities issues, risk management issues, or legal issues that arise from the recommendations in this report.

13.0 Recommendations

13.1 The Executive is requested to note the update provided in the report.

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**Manchester City Council
Report for Resolution**

Report to: The Executive – 18 October 2023

Subject: High Speed Rail 2, Northern Powerhouse Rail and ‘Network North’ Update

Report of: Strategic Director (Growth and Development)

Summary

This report informs the Executive about the recent announcement by the Prime Minister to cancel the new railway infrastructure proposed between Birmingham and Manchester, as included in the High Speed (Crewe – Manchester) Bill (known as ‘HS2 Phase 2b’). It also sets out the key projects relevant to Greater Manchester and the city, described by the Prime Minister and included in the recently published Government paper, *Network North*. It outlines the key implications which arise from the announcement of cancelling HS2 Phase 2b, and sets out proposed next steps.

Recommendations

The Executive is recommended to: -

- (1) Note the Government announcement to cancel the infrastructure proposed under the High Speed Rail (Crewe – Manchester) ‘Phase 2b’ hybrid Bill.
 - (2) Note the Government announcement to invest 36 billion in road, rail and bus projects across the North, Midlands and South (including Scotland), called the “*Network North*” project.
 - (3) Request Officers to produce a Strategic Plan on rail & other public transport infrastructure asks within the context of *Network North* for further consideration by the Executive.
-

Wards Affected: All wards.

Environmental Impact Assessment - the impact of the issues addressed in this report on achieving the zero-carbon target for the city

High speed rail offered significant potential to encourage a modal shift away from car use in the medium-long term, both on the new high speed rail services, and from creating significant additional capacity on the conventional railway, encouraging both long and shorter-distance trips by rail.

Whilst some rail improvements are proposed under the Government’s *Network North* proposals, these fall significantly short of the new high speed north-south and east-west

rail links proposed under the full HS2 and Northern Powerhouse Rail (NPR) schemes. The details available so far do not include any improvements to rail freight capacity north of Birmingham (although Phase 1 of HS2 could enable more freight capacity between Birmingham and London), that could have enabled more freight to be transported using rail in the North. In addition, the proposals include a number of road improvement initiatives.

The investment planned under HS2 at both Manchester Piccadilly and Manchester Airport HS2/NPR stations provided the potential for new facilities for public transport connections to support the integration of the transport network in Manchester, as part of the wider integration of transport for Greater Manchester and across the North.

There is, therefore, a risk that the proposals will fail to substantially increase travel using rail and other public transport modes and will maintain or increase road-based journeys for both individuals and goods, and will therefore fail to contribute to reducing carbon emissions in line with MCC’s policy to become a zero-carbon city by 2038 and fail to support the draft Clean Air Plan for Greater Manchester.

Equality, Diversity and Inclusion - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments

The HS2 Phase 2b Bill included a full Equalities Impact Assessment. However, we are not aware of an EqIA having been produced for the cancellation of the project and the Network North proposals. It is currently unclear what the impacts will be on Protected Characteristics Groups (PCG’s).

There is the potential for some improved connections to local communities, by rail, bus and car arising from Network North. However, there will also be a loss of strategic rail connections, jobs, training opportunities and economic growth, which will impact our residents.

Manchester Strategy outcomes	Summary of how this report aligns to the OMS/Contribution to the Strategy
<p>A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities</p>	<p>HS2, together with NPR, would have supported business development in the region, and provided a catalyst to driving further investment into Greater Manchester. The proposals for HS2/NPR stations at Manchester Piccadilly and Manchester Airport provided major opportunities for stimulating economic growth and regeneration in the surrounding areas. These benefits will be lost or significantly reduced by the cancellation of HS2 and the lack of clarity around NPR. It will reduce investment in the city and city region, both directly from HS2, and from potential reduced investor</p>

	confidence from the ending of the scheme.
A highly skilled city: world class and home grown talent sustaining the city's economic success	The high speed rail network, and the additional investment and regeneration arising from it, would have contributed towards the continuing economic growth of the city, providing additional job and training opportunities, at a range of skill levels, for residents, both during construction and in the longer-term. A Greater Manchester High Speed Rail Skills Strategy had been developed, to maximise the investment, and to best enable residents to access the opportunities created. These benefits will be lost or significantly reduced by the cancellation of HS2 and the lack of clarity around NPR.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The addition job, training, growth, local connectivity and leisure benefits anticipated from high speed rail will be lost or significantly reduced by the cancellation of HS2 and the lack of clarity around NPR.
A liveable and low carbon city: a destination of choice to live, visit, work	<p>HS2, and NPR, would have enabled the provision of further improved public transport and freight capacity, through the capacity released on the classic rail network. If aligned with Greater Manchester's plans, better integration with other transport modes at Manchester Piccadilly and Manchester Airport would have encouraged more public transport journeys and placed less reliance on road travel. It would also have supported the planned regeneration and development around Piccadilly and the Airport.</p> <p>There is a risk that the Network North proposals will fail to substantially increase rail travel and other public transport modes and will maintain or increase road-based journeys for both individuals and goods. As such they will fail to contribute to reducing carbon emissions in line with the policy to become a zero-carbon city by 2038 and</p>

	fail to support the draft Clean Air Plan for Greater Manchester.
A connected city: world class infrastructure and connectivity to drive growth	<p>HS2 and NPR were anticipated to bring a step change in rail connectivity both across GM and to the rest of the UK. HS2 and NPR would have radically enhanced north-south and east-west connectivity between the country's major cities, which would have increased labour market accessibility, opened up new markets for trade and stimulate economic growth, as well as better connecting people to job opportunities, contributing to levelling up the North.</p> <p>The city's plans for Manchester Piccadilly and Manchester Airport Station would have provided world-class transport interchanges that could act as gateways to the city and city region.</p> <p>These benefits will be lost or significantly reduced by the cancellation of HS2 and the lack of clarity around NPR.</p>

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

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

The Council has spent considerable resources in terms of staff time, technical consultancy support, and associated expenses from work on the HS2 Phase 2b schemes. This work has included scrutinising HS2 Phase 2b plans and designs; responding to Government consultation; petitioning the Phase 2b Bill; negotiating and seeking agreements with HS2 Ltd. on petitioning points; and appearance at the HS2 Phase 2b Bill Select Committee.

Further staff time, and potential technical support, will be required from Council departments such as Planning, Highways, Environmental Health and Neighbourhoods, to scrutinise, and understand the full implications of the Network North proposals and to liaise with Government accordingly.

Financial Consequences – Capital

None directly from this report.

Legal Considerations

The *Network North* paper states that the Government would review the existing legislation currently before Parliament and will report the next steps to the House of Commons. We are seeking further details and advice on the parliamentary process given that the Phase 2b hybrid Bill is currently passing through Parliament.

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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.

- Report to Executive 27 June 2018 – Manchester Piccadilly Strategic Regeneration Framework Update 2018
- Manchester Piccadilly Strategic Regeneration Framework 2018
- HS2 Working Draft Environmental Statement 2018, available at: <https://www.gov.uk/government/collections/hs2-phase-2b-working-draft-environmental-statement>
- Report to Economy Scrutiny 7 November 2018 - HS2 Working Draft Environmental Statement (WDES)
- Report to Executive - 12 December 2018 - HS2 Working Draft Environmental Statement (WDES)
- HS2 Phase 2b Working Draft Environmental Statement Consultation Response of the Greater Manchester Combined Authority 2018

- HS2 Phase 2b Working Draft Environmental Statement Consultation Response of Manchester City Council 2018
- HS2 Phase 2b Design Refinement Consultation 2019, available at: <https://www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation>
- Report to Executive – 11 September 2019 – HS2 Phase 2b Design Refinement Consultation 2019
- HS2 Phase 2b Design Refinement Consultation 2020, available at: <https://www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation>
- Report to Executive - 9 December 2020 - HS2 Phase 2b Western Leg Design Refinement Consultation Response
- Report to Economic Scrutiny 5 March 2020 - High Speed North (High Speed 2 and Northern Powerhouse Rail) Update
- Integrated Rail Plan for the North and Midlands (November 2021), available at: <https://assets.publishing.service.gov.uk/media/62389f1ae90e07799cd3de47/integrated-rail-plan-for-the-north-and-midlands-web-version.pdf>
- HS2 Crewe to Manchester: update on the strategic outline business case, published by the Department of Transport, available at: <https://www.gov.uk/government/publications/hs2-crewe-to-manchester-update-on-the-strategic-outline-business-case>
- Report to Economic Scrutiny 10 March 2022 - HS2 Phase 2b Western Leg - Environmental Statement Consultation & hybrid Bill Petitioning Response
- Report to Executive 16 March 2022 - HS2 Phase 2b Western Leg - Environmental Statement Consultation & hybrid Bill Petitioning Response
- HS2 Phase 2b (Crewe – Manchester) hybrid Bill and related documents: <https://Bills.parliament.uk/Bills/3094>
- Report to Economic Scrutiny 21 July 2022 - HS2 Update and Petition
- Report to Executive 22 July 2022 - HS2 Update and Petition
- HS2 Phase 2b (Crewe – Manchester) hybrid Bill Additional Provision 2, available at: <https://www.gov.uk/government/collections/hs2-phase-2b-high-speed-rail-crewe-manchester-additional-provision-2>
- HS2 Phase 2b (Crewe – Manchester) hybrid Bill Additional Provision 2 Supplementary Environmental Statement, available at:

<https://www.gov.uk/government/publications/hs2-phase-2b-crewe-manchester-additional-provision-2-environmental-impact>

- Report to Executive 26 July 2023 - HS2 Phase 2b Update & Additional Provision 2 (AP2)
- Network North: Transforming British Transport, presented to Parliament by the Secretary of State for Transport (October 2023), available at: <https://www.gov.uk/government/publications/network-north>

1.0 Background

- 1.1 High Speed Rail Two (HS2) was the Government's scheme to implement a new high speed north – south railway network, from Manchester to London via Birmingham and Crewe. 'Phase one' will connect London with Birmingham and the West Midlands. 'Phase 2a' planned to extend the route from the West Midlands to Crewe. 'Phase 2b' planned to connect Crewe to Manchester. Phase one received Royal Assent on 23 February 2017 and Phase 2a received Royal Assent on 11 February 2021.
- 1.2 As previously reported to the Executive, the Council is fully supportive of HS2 and Northern Powerhouse Rail (NPR), including the provision of new stations at Manchester Piccadilly and Manchester Airport. However, we have consistently retained a clear position on the need to ensure that the schemes are delivered in a manner that fully complements the connectivity, place-making, local employment, and sustainable growth objectives as set out in the Manchester Piccadilly Strategic Regeneration Framework (2018) (SRF) and the Greater Manchester HS2 and NPR Growth Strategy (2017).

2.0 Cancellation of High Speed Rail Two (HS2) from London to Manchester and 'Network North' announcement

- 2.1 On 4 October 2023 the Prime Minister announced that HS2 would only be built from London Euston to Birmingham (known as HS2 Phase One), and the planned route north of Birmingham, through Crewe and into Manchester would be entirely cancelled. It was further announced that the money allocated to the cancelled sections of HS2 would be spent on other rail, bus and road projects across the country.
- 2.2 Also on 4 October 2023, the Secretary of State for Transport published a paper titled *Network North: Transforming British Transport* (October 2023) which briefly sets out the reasons for cancelling Phase 2a and 2b. The paper proposes alternative schemes across the country which would use the funding identified for the sections of HS2 which would no longer go ahead.
- 2.3 It should be noted that neither the Council nor the Greater Manchester Combined Authority (GMCA) were consulted on the cancellation of HS2 Phase 2a or Phase 2b or the alternative transport infrastructure investment proposals set out in the *Network North* paper.
- 2.4 The Prime Minister confirmed that the original proposals to terminate at Euston Station in London would be retained. However, Euston is to be delivered by a separate development company instead of HS2 Ltd, and instead of a 10-platform termini station, it would be 6-platforms. Land already acquired at Euston would be used for regeneration, potentially offering up to 10,000 homes.

- 2.5 The Prime Minister confirmed that HS2 trains would still run to Manchester, but they would run on existing rail networks north of Birmingham. This means that HS2 trains would stay on the West Coast Mainline (WMCL) when travelling between Birmingham and Manchester at much slower top speeds, while also having to mix with other train services on the already heavily congested West Coast Mainline.
- 2.6 Manchester Piccadilly Station cannot accommodate the planned 400m HS2 trains due to the length of the station. 200m HS2 trains which can carry 550 passengers would have less capacity than existing services today (607 passengers per train). 400m HS2 trains can carry 1100 passengers.
- 2.7 The cancellation of Phase 2a and 2b will add to the existing congestion issues on the West Coast Mainline and there is no information on any potential impacts or disruption on the West Coast Mainline which may result from works required to enable high speed trains to run north of Birmingham.
- 2.8 The issues noted above in combination will have substantial negative impacts on the capacity of the trains and track that HS2 would be able to run on between Manchester and Birmingham, and onto London.
- 3.0 Effects of cancelling HS2 to Manchester and the lack of clarity around NPR**
- 3.1 General economic considerations and impacts**
- 3.2 The route for HS2 has been defined for many years and successive Governments over the past 15 years. Cross-party commitments to see the project delivered in full have been given, as they realised the significant benefits for the entire country that would be brought by the HS2 scheme.
- 3.3 The HS2 Phase 2b hybrid Bill incorporated two stations in Manchester (Piccadilly & Manchester Airport), and a tunnelled section of line between the two stations, which would serve NPR trains in the future. This means that cancelling HS2 Phase 2b will have implications for the delivery of NPR, and there is a lack of clarity in the *Network North* paper about what would be funded.
- 3.4 The full HS2 and NPR schemes would have made essential contributions to the Government's agenda of 'Levelling Up'. The benefits of HS2 have been consistently set out in the Department for Transport and HS2 Ltd's Strategic Case for HS2.
- 3.5 The Government has yet to publish any detailed analysis of the impact of its rail and transport programmes on Levelling Up. Greater Manchester authorities have considered what would be needed to stop the connectivity gap widening between the North, London and South East.

- 3.6 For context, one third of the gap between wages across the North and the English average as a result of lower levels of connectivity. Even before the Elizabeth Line (dedicated 100km east-west line through central London, costing circa £19 billion) and Thameslink (an approx. 110km major north-south railway line through central London, costing circa £7 billion) are included, connectivity for the average business in London and the South East was 60% higher than for a business in the North. Closing the gap in incomes and opportunity is an essential part of levelling up, but this requires the connectivity gap between London and the North to reduce.
- 3.7 GM's analysis of the potential of growth strategies linked to HS2 and NPR across the four largest Northern city regions showed they could increase employment across these city regions by 30% and improve average connectivity of northern businesses by 60% – enough to increase average wages across the North by 12.5%.
- 3.8 GM's analysis also estimated that the HS2 and NPR programmes (assuming delivery of the original plans in full) could generate a net additional GVA impact for GM of more than £9.0bn p.a. and £24.5bn p.a. for the North as a whole by 2051 (2017 prices) – the latter reflecting a forecast net increase in employment across the North of more than 150,000 jobs.
- 3.9 Integrating HS2 and NPR stations at Manchester Piccadilly and Manchester Airport provided a major opportunity to maximise significant growth and regeneration opportunities at these strategic locations, delivering 96,000 jobs and 16,800 homes, as well as world-class transport facilities. When coupled with the delivery of a new skills strategy and improved transport connections to the stations, the benefits would reach every part of GM, the North, and beyond into the rest of the UK.
- 3.10 One of the ways HS2 helped deliver these strategies was through the impact on the viability of commercial development. The Department for Transport (DfT) January 2022 Update on the Strategic Outline Business Case (SOBC) for HS2 Phase 2b identified figures for Land Value Uplift at Piccadilly and at Manchester Airport of circa £3.3bn and £1.2bn respectively in the period to 2051 as a result of the completion of Phase 2b.
- 3.11 Analysis of TfN's preferred NPR network shows it would deliver close to £5bn in economic benefit, by helping the North operate as a single economic unit, and £14.4bn p.a. in GVA by 2060. It would create a net gain of 74,000 new jobs in the North, and over 57,000 new jobs across the UK as a whole.
- 3.12 Importantly, the existing West Coast Mainline is already at capacity and for decades successive Governments have considered how to resolve this issue to allow an increase in local and freight train services.
- 3.13 In light of the proposed changes, there is now a considerable risk that in the intervening period – before the alternatives to HS2 are delivered - the economic gap widens and therefore achieving levelling up becomes more challenging and more remote – and is likely to cost more – to achieve.

3.14 In addition to economic and levelling up losses, there are also extensive wider impacts as a result of the Government's decision. These impacts include:

- Loss of over a decade's worth of work on the Phase 2b proposals and hybrid Bill which is currently in parliament.
- Undermining existing local Growth Strategies, transport plans and development / regeneration masterplans and frameworks across the north, which have been based on the implementation of the HS2 and NPR schemes. This would mean a delay to, or failure to deliver, the growth, jobs, homes, environmental and connectivity benefits included within these strategies.
- Reducing investor and developer confidence in the UK, and the cities of the North, and damage to the nation's reputation at home and overseas.

3.15 **Environmental and equality considerations and impacts**

3.16 As previously stated, the Council has not seen any detail about how the alternative proposals set out in the *Network North* paper have been assessed with regard to their potential environmental impacts including socioeconomic, and if any Equality Impact Assessment (EqIA) has been undertaken.

3.17 **Local regeneration impacts**

3.18 The Council has previously approved a number of Strategic Regeneration Frameworks (SRF's) in the area including and surrounding the proposed HS2 and NPR infrastructure, especially around Manchester Piccadilly.

3.19 The current Piccadilly SRF (2018) was developed by the Council to guide the delivery of HS2 and NPR into Manchester city centre and maximise the regeneration and economic benefits of the proposed railway, which was intended to bring a step-change in connectivity not only north-south but east-west.

3.20 Other significant nearby and longstanding regeneration plans include Mayfield, ID Manchester (formerly North Campus), Eastlands SRF's, and Ardwick Neighbourhood Development Framework. The Council has long championed regeneration and expansion of the city centre towards Ancoats, New Islington and East Manchester and many of these areas have already seen significant regeneration delivered in the past decade, in part due to the commitment to build HS2 to Manchester.

3.21 The important contribution that HS2 and NPR would have had in catalysing and supporting regeneration in the city is recognised, and the potential impact/delay on the ability to achieve our full regeneration plans is particularly disappointing. However, the Council remain totally committed to driving forward and supporting continued regeneration efforts, and securing investment in areas surrounding Piccadilly, East Manchester and Manchester Airport.

3.22 As part of the GM HS2 and NPR Growth Strategy, the Council and our partners had developed a High Speed Rail Skills Strategy to help equip our residents and businesses to maximise access to these opportunities. The removal of HS2 Phase 2b will mean the loss of opportunities on this scale.

4.0 'Network North' Proposals

4.1 The Prime Minister announced that rail, roads and busses are to receive a share of the £36 billion funding budgeted against the cancelled sections of HS2. The £36 billion is to be invested in alternative transportation improvement schemes across the entire country, including Scotland and Wales. The geographical split of this funding is shown in the below table 1.

4.2 Table 1: Network North Spending Re-Allocations by Region

UK Region	Spending Proposed (Billion)
North	£19.8
Midlands	£9.6
Rest of the country (including Scotland and Wales)	£6.5

4.3 The *Network North* paper states that a £12 billion investment will be set aside to create faster connectivity between Liverpool and Manchester to “allow the delivery of Northern Powerhouse Rail as previously planned, including high speed lines” and the Government would seek to work with local leaders on suggestions for uses of this money to achieve the objectives set out in the paper.

4.4 The Government has heavily caveated that individual projects referenced in its *Network North* paper will be subject to the approval of businesses cases, and cash prices are based on indicative profiling. Additionally, the cash prices stated throughout the report vary from 2019 and 2023 prices and are subject to delivery timelines. Therefore, prices are likely to change, possibly significantly in some cases, and no evidence to support the robustness of the prices has been presented to date.

4.5 The Government's *Network North* paper identified a number of projects which would impact Manchester or Greater Manchester areas. These are set out briefly below, in order of type of project i.e., rail, road and bus. There are also investments which relate to multiple transport modes.

4.6 Rail investments in the North

- £3 billion to bring Hull into Northern Powerhouse Rail, electrifying and improving the line speed between Hull to Leeds and Hull to Sheffield which is quoted to reduce journey times from Hull to Manchester by 23 minutes.
- Upgrading and electrifying of lines between Sheffield and Leeds to triple capacity.

- Electrifying the Hope Valley line between Sheffield and Manchester, which is quoted to reduce journey times by 9 minutes and doubling capacity.
- Bringing Bradford into Northern Powerhouse Rail by investing £3 billion, doubling capacity, halving journey times from Bradford to Manchester to 30 minutes.
- £1 billion North Wales Main Line investment which will bring parts of North Wales within an hour of Manchester.

4.7 Road investments in the North

- Improving M6 south of Manchester to Birmingham and supporting two projects in the Manchester North West Quadrant (M60 improvements).
- Additional £3.3 billion to tackle potholes as part of a nationwide road resurfacing scheme.

4.8 Bus investments in the North

- New Bus Service Improvement Plans funding (£700 million) to enable more buses and more frequent routes.
- The Government will keep the £2 bus fare, which was due to rise, until the end of next year.

4.9 General transport related investments in the North

- All six northern city regions will receive 75% more funding to allow improved connectivity in our areas which could pay for schemes such as Metrolink expansion to Heywood, Bolton, Wigan and Manchester Airport (to Terminal 2). This includes £1.5 billion for Greater Manchester.
- The North and Midlands will share £100 million to support the development and rollout of London-style contactless smart ticketing.

4.10 For information we have appended a full list of all schemes across the UK noted in the *Network North* announcement, at Appendix 1.

5.0 Progress of the Phase 2b Bill in Parliament and Next Steps

5.1 Manchester City Council and the Greater Manchester Combined Authority (GMCA) and Transport for Greater Manchester (TfGM) appeared before the Select Committee in June 2023 regarding the new High Speed Station at Piccadilly, specifically our request for consideration of a through underground station. The Select Committee had been expected to announce their decision on this before the end of October 2023.

5.2 The Secretary of State for Transport has stated that the Government will “reflect on the existing package of legislation before Parliament, on which we will set out next steps to the House in the usual way. It will include the necessary consultative steps and business case development, in line with our relevant legal and fiscal duties”.

6.0 Next Steps

6.1 The Council will work with our key partners, such as GMCA and TfGM to:

- Seek further clarity from DfT on the proposals and urgent engagement on delivering the rail capacity and other transport improvements needed in Greater Manchester and the North of England.
- Continue to scrutinise the *Network North* proposals as more detail becomes available.
- Respond to any consultations put out by Government in relation to the investments set out in the *Network North* paper.
- Maintain the position that the infrastructure needed for NPR should be protected in the hybrid Bill and remain safeguarded.
- The Council will seek to produce a Strategic Plan on rail & other public transport infrastructure, working with relevant local partners and key stakeholders, to be brought back to the Executive for further consideration.

7.0 Recommendations

- 7.1 Recommendations appear at the front of the report.

Appendix 1 – *Network North investment list (Published by Prime Minister's Office, 10 Downing Street, 05 October 2023, available online at:*

<https://www.gov.uk/government/news/find-out-about-every-new-transport-project-in-your-region>)

North West

- Nearly £4 billion to ensure all six Northern city regions more than double their City Region Sustainable Transport Settlements to improve connectivity in their areas, which could pay for schemes such as the extension of the Manchester Metrolink to Heywood, Bolton, Wigan and Manchester Airport and bus rapid transit corridors in Manchester.
- A brand new £2.5 billion fund to transform local transport in 14 rural counties, smaller cities, and towns. This new money could pay for new stations, further electrification, bus corridors and new integrated public transport networks.
- The Energy Coast Line between Carlisle, Workington and Barrow will be upgraded, improving capacity and journey times, enabling trains every 30 minutes between Carlisle, Workington, and Whitehaven.
- £100 million will be shared across the North and Midlands to support the development and roll-out of London-style contactless and smart ticketing, supporting seamless travel by enabling contactless or smartcard payment.
- £3.3 billion long-term road resurfacing fund for North alone will combat the potholes causing misery for drivers.
- More than £500 million in funding will be provided for two major road schemes around Manchester, including a new link road between the M62 and the M60, Manchester's ring road and the busiest freight route outside the M25.
- £300 million to ensure the delivery of 9 smaller road schemes, including the A582 South Ribble Distributor, Kendal Northern Access Route, and the Wigan East-West Route.
- The popular £2 bus fare will also be extended until the end of December 2024 instead of rising to £2.50 as planned. This will mean passengers on a bus journey from Lancaster to Kendal will save £12.50 every time they travel.
- A £700 million bus funding package in the North will also see more buses and more frequent routes, including a new service to Royal Blackburn Hospital, doubling the service between Northwich and Chester and more buses to industrial estates and business parks.
- £1.5 billion for Greater Manchester from the City Regional Sustainable Transport Settlement (CRSTS) 2 budget, and around £900 million additional funding – funded from HS2 – an unprecedented investment in local transport networks and more than double their allocation under the previous programme.
- Liverpool City Region will also receive c.£1 billion from the CRSTS 2 budget, plus a further £600 million on top – funded from HS2, more than double their allocation under the last round.

North East

- Nearly £4 billion to ensure all six Northern city regions more than double their City Region Sustainable Transport Settlements to improve

connectivity in their areas, benefiting millions of people living in the towns and suburbs around Newcastle and Teesside, funding new roads in the Tees Valley.

- Funding to dual a section of the A1 between Morpeth and Ellingham.
- £460 million package to ensure the delivery of 21 smaller road schemes across the North, including the Blyth Relief Road.
- Communities in the North East will be reconnected by the reopening of stations closed under the 1960s Beeching reforms, including a new station at Ferryhill, Co Durham.
- £100 million will be shared across the North and Midlands to support the development and rollout of London-style contactless and smart ticketing, supporting seamless travel by enabling contactless or smartcard payment.
- A £3.3 billion long-term road resurfacing fund for the North alone will combat the potholes causing misery for drivers in the region.
- £700 million bus funding package in the North will see more buses and more frequent routes, with more buses to industrial estates and business parks.
- The North East will receive around £1.2 billion from the City Regional Sustainable Transport Settlement (CRSTS) 2 budget, plus a further £0.7 billion on top – funded from HS2. That is more than triple their allocation under CRSTS 1 (c £1.8bn vs. c.£0.6bn). This money could part fund the reopening of the Leamside Line.
- Tees Valley also will receive c.£0.6bn from the CRSTS 2 budget, plus a further c.£0.4bn on top – funded from HS2. That is more than triple their allocation under CRSTS 1 (c.£1.0bn vs. c.£0.3bn).

Yorkshire & Humber

- A fully funded £2.5 billion West Yorkshire mass-transit system, giving the region better connections to Bradford and Wakefield. Leeds will no longer be the biggest European city without a mass-transit system, with up to seven lines potentially created as part of a transformed network, eventually linking Leeds to Bradford, Halifax, Huddersfield, and Wakefield – all in operation before HS2 would have reached the region.
- Hull will also be brought into the Northern Powerhouse Rail network, reducing journey time from Leeds from 58 minutes to just 48. The number of trains between Hull and Sheffield will be doubled, to two per hour, with capacity also doubled. Journeys from Hull to Manchester will drop from 115 to 84 minutes, enabling two fast trains to Leeds.
- The line between Sheffield and Leeds will be electrified and upgraded, giving passengers a choice of three to four fast trains an hour, instead of one, with journey times cut of 40 minutes. A new mainline station for Rotherham will also be added to the route, which could give the town its first direct service to London since the 1980s, boosting capacity by 300 per cent.
- The Hope Valley Line between Manchester and Sheffield will also be electrified and upgraded, with the aim of cutting journey times from 51 to 42 minutes, and increasing the number of fast trains on the route from two to three per hour, doubling capacity.
- Communities will be reconnected through the reopening of lines and stations closed under the Beeching reforms of the 1960s. This will include

- the restoration of the Don Valley Line between Stocksbridge and Sheffield Victoria, and new stations at Haxby Station, near York, Waverley, near Rotherham, and the Don Valley Line from Sheffield to Stocksbridge.
- £100 million will be shared across the North and Midlands to support the development and roll-out of London-style contactless and smart ticketing, supporting seamless travel by enabling contactless or smartcard payment.
 - Nearly £4 billion to ensure all six Northern city regions more than double their City Region Sustainable Transport Settlements to improve connectivity in their areas, which could pay for schemes such as bus rapid transit corridors in Bradford and Leeds.
 - South Yorkshire will receive c.£0.9bn from the City Regional Sustainable Transport Settlement (CRSTS) 2 budget, plus a further c.£0.5bn on top – funded from HS2. That is more than more than double their allocation under CRSTS 1 (c.£1.4bn vs c.£0.6bn).
 - West Yorkshire will receive c.£1.3bn from the CRSTS 2 budget, plus a further c.£0.8bn on top – funded from HS2. That is more than double their allocation under CRSTS 1 (c.£2.1bn vs. c.£0.8bn).
 - A brand new £2.5 billion fund to transform local transport in 14 rural counties, smaller cities, and towns outside the big city regions A brand new £2.5 billion fund to transform local transport in every part of the North outside the mayoral combined authority areas - rural counties, smaller cities, and towns. This new money could finance projects like more electric buses in Harrogate and better bus-rail interchange in Scarborough.
 - A total of £460 million will ensure the delivery of smaller road schemes across the North like the Shipley Eastern Bypass, near Bradford, while a £1 billion roads package in the North could support new schemes like the A1-A19 Hickleton Bypass in Doncaster, easing pressure on traffic.
 - A £3.3 billion long-term road resurfacing fund for North alone will combat the potholes causing misery for drivers.
 - £2 bus fare extended until the end of December 2024 instead of rising to £2.50 as planned.
 - £700 million bus funding package in the North will see more buses and more frequent routes, with more buses to industrial estates and business parks.

West Midlands

- Communities reconnected by reopening closed Beeching lines, including the Stoke to Leek line and the Oswestry to Gobowen line, with a new stop at Park Hall. A new station will be built at Meir, Stoke-on-Trent, on the existing Crewe to Derby line.
- £100 million will be shared across the North and Midlands to support the development and roll-out of London-style contactless and smart ticketing, supporting seamless travel by enabling contactless or smartcard payment.
- A brand new £2.2 billion fund to transform local transport in every part of the Midlands outside the mayoral combined authority areas and the new East Midlands combined authority - rural counties such as Shropshire, smaller cities like Leicester and towns such as Evesham. This could pay for smaller, more demand-driven buses in rural areas and funding into greener bus fleets, as well as funding the refurbishment of Kidsgrove and Longport stations, near Stoke-on-Trent.

- £250 million will fully fund ten smaller road schemes in the Midlands including the Shrewsbury North Western Relief Road and the A4123 Birchley Island, near Oldbury. A Midlands Road Fund worth nearly £650 million will be launched for new road schemes.
- £230 million for more frequent bus services in the Midlands, which could be spent on new bus stops around Telford and park and ride upgrades elsewhere in Shropshire and new bus lanes in Herefordshire.
- £2.2 billion for the Midlands to combat potholes and fix roads causing misery for drivers.
- £2 bus fare extended until the end of December 2024 instead of rising to £2.50 as planned.
- £1 billion more for local transport funding in West Midlands: This includes £100 million to deal with ongoing metro and Arden Cross cost pressures and £250 million to accelerate local transport projects over the next five years.

East Midlands

- Increased rail capacity: The number of trains between Leicester and Birmingham will be doubled from two to four per hour.
- £1.5 billion for East Midlands City Region Mayor: Transforming transport for 2.2 million people living in Derbyshire and Nottinghamshire. The new Combined Authority could use the funding to extend the Nottingham Tram system to serve Gedling and Clifton South and connect Derby to East Midlands Parkway with a Bus Rapid Transit System.
- Reopening Beeching Line stations: Including the Ivanhoe Line between Leicester and Burton, connecting 250,000 people across South Derbyshire and North West Leicestershire, with new stations en route.
- Funding for the Barrow Hill Line: Between Chesterfield and Sheffield Victoria, with a new station at Staveley in Derbyshire.
- £100 million will be shared across the North and Midlands to support the development and roll-out of London-style contactless and smart ticketing, supporting seamless travel by enabling contactless or smartcard payment.
- Fixing two major pinch points on the A5: Funding a stretch of road between Hinckley and Tamworth, linking the M1 and M6, that serves more than one million people. Funding will also be provided for improvements to the A50/500 corridor between Stoke and Derby, cutting congestion for the 90,000 drivers who use the road each day and ensuring smoother journeys for drivers and freight around Rolls Royce, Toyota, Magna Park, and other major local employers.
- Midlands Road Fund worth nearly £650 million launched for new roads.
- £2.2 billion fund to transform local transport: Available in every part of the Midlands outside the mayoral combined authority areas and the new East Midlands combined authority - rural counties such as Shropshire, smaller cities like Leicester and towns such as Evesham.
- £250m will fully fund ten smaller road schemes in the Midlands: Including the A509 Isham Bypass, near Kettering, and the A43 between Northampton and Kettering.
- £2.2 billion for potholes: Funding for the Midlands to combat the potholes causing misery for drivers.

- £230 million for more bus services: Increasing frequency throughout the Midlands and the popular £2 bus fare will also be extended until the end of December 2024 instead of rising to £2.50 as planned.
- The East Midlands will get a brand new the City Regional Sustainable Transport settlement of over £1.5 billion as it embarks its new status as a Combined Authority next year.

East of England

- Ely Junction to be transformed: providing an extra six freight trains per day with access to the Port of Felixstowe, removing the equivalent of 450 lorries from roads in the East of England.
- Remodelling of the Ely North and Haughley Junctions, a vital part of East Anglia's rail network where five busy rail lines converge.
- Doubling train passenger services: on the Ely to King's Lynn and Ipswich to Peterborough routes.
- £180 million to fund road schemes: ensuring the delivery of 13 road schemes across East Anglia, including the A10 between Ely and Cambridge.
- Access to a £2.8 billion roads resurfacing fund to combat the potholes causing misery for drivers.
- £2 bus fare extended: until the end of December 2024 instead of rising to £2.50 as planned.

South East

- HS2 will finish its journey at Euston as planned – with a transformed 'Euston Quarter' potentially offering up to 10,000 new homes in a huge regeneration project.
- Funding to ensure the delivery of road schemes, including the A2 at Brenley Corner, a notorious bottleneck on the corridor to Dover.
- £290 million to deliver 14 road schemes across the South East, among them the A259 between Bognor Regis and Littlehampton.
- Access to £2.8 billion to combat potholes, fixing potholes causing misery for drivers in the South East
- £1 billion fund will be launched for new road schemes
- £2 bus fare extended until the end of December 2024 instead of rising to £2.50 as planned.

South West

- Funding for vital Exeter to Plymouth rail line: making it more resilient in the face of extreme weather.
- Rail improvements, including reopening and reintroducing passenger services to Cullompton and Wellington.
- A new station built at Tavistock: connecting it with Plymouth. Plus, five miles of track will be reinstated.
- £100 million in funding for the West of England Combined Authority
- £140 million in funding to ensure the delivery of 12 road schemes, among them the A38 in North Somerset.
- A further £1 billion fund for new road schemes around the South West, South East and East of England.
- Access to £2.8 billion roads resurfacing fund to combat the potholes.

- £2 bus fare extended until the end of December 2024 instead of rising to £2.50 as planned.
- £0.8bn from the City Regional Sustainable Transport Settlement 2 budget and savings from HS2.

Wales

- North Wales to benefit from a £1 billion investment to electrify the North Wales Main Line, bringing parts of the region within an hour of Manchester and strengthening connections across the United Kingdom.

Scotland

- Pinch points on the A75 solved. We are providing better links between the Cairnryan ferry terminals serving Northern Ireland and southwest Scotland.
- Improving road connectivity between Scotland and England. We will deliver upgrades to the A1 coastal route between Newcastle and Berwick-Upon-Tweed will improve the route to Edinburgh and strengthen transport links between Scotland and England.

Manchester City Council Report for Resolution

Report to: The Executive – 18 October 2023

Subject: ID Manchester Strategic Regeneration Framework Update

Report of: Strategic Director (Growth and Development)

Summary

This report informs the Executive of the outcome of a public consultation exercise with local residents, businesses and stakeholders, on the draft Strategic Regeneration Framework (SRF) for ID Manchester (formerly the University of Manchester's North Campus) and seeks the Executive's approval of the Framework.

Recommendations

The Executive is recommended to:

- (1) Note the outcome of the public consultation on the draft Strategic Regeneration Framework for ID Manchester.
 - (2) Approve the Strategic Regeneration Framework for ID Manchester and request that Planning and Highways Committee take the Framework into account as a material consideration when considering planning applications for the site.
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Wards Affected: Piccadilly, Ardwick and Hulme.

Environmental Impact Assessment - the impact of the issues addressed in this report on achieving the zero-carbon target for the city
<p>The revised ID Manchester SRF is responding to the City Council's aim of achieving net zero-carbon and includes a commitment to being a world leader in tackling climate and ecological emergencies. One of the key principles of the SRF is to plan for net zero carbon and reduce resource use and waste.</p> <p>The SRF includes aims for the sustainable re-purposing of the most significant existing heritage buildings on-site; provision of new buildings with the highest standards of sustainable design; and the creation of new green space and connections. An increase of at least 10% in Biodiversity net gain is proposed following delivery of the scheme.</p> <p>Close to Piccadilly Station and Oxford Road, the area is well connected to all forms of public transport, minimising the need for car journeys to and from the area. The revised SRF also aligns with the city's active travel aspirations, providing attractive and safe walking and cycling routes for visitors and residents, and prioritising pedestrians and cyclists.</p>

Equality, Diversity and Inclusion - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments

ID Manchester has the potential to provide a range of job, skills and leisure opportunities available to local residents from across the city. Enhanced connections will be provided to surrounding communities, to enable them to take advantage of the opportunities offered on the site and in the wider area beyond.

The proposals in the updated SRF will provide significant new public realm, accessible to all, providing wellbeing opportunities to residents, workers and visitors. In addition, there is a commitment to ensure that design standards throughout the development will comply with the highest standards of accessibility.

Manchester Strategy outcomes	Summary of how this report aligns to the OMS/Contribution to the Strategy
<p>A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities</p>	<p>Given the site's prominent location within the Oxford Road Corridor and in close proximity to Piccadilly Station, the site has potential to attract new businesses and jobs into the city centre. The area will become a new "Innovation District", built around existing research facilities, including the Graphene Engineering Innovation Centre (GEIC) and the Manchester Institute of Biotechnology, and new anchor occupiers providing high skilled jobs and commercialisation and clustering opportunities for local businesses. This will attract other science, technology, advanced materials and research-based business growth and jobs into the area.</p> <p>The regeneration framework proposes new residential accommodation at a key gateway to the city centre. This will contribute towards meeting the increasing demand for city centre homes, close to job opportunities.</p>
<p>A highly skilled city: world class and home grown talent sustaining the city's economic success</p>	<p>The vision in the SRF is to provide a world-class centre for innovation, driving skills, new ideas and economic growth and opportunity for Manchester. Development at ID Manchester will improve connectivity to the Oxford Road Corridor, Mayfield and other areas of the city centre, through to surrounding communities such as Brunswick and</p>

	<p>Ardwick. This would enable more people to access the educational and training facilities and employment opportunities located in the Corridor. The site has the potential to accommodate over 10,000 new jobs, at a range of levels, particularly in science and technology. The scheme will also support graduate retention in the city through the provision of new jobs close to the higher education and research institutions.</p> <p>The residential development provided at ID Manchester could allow talent that is both home grown and new to the city to live close to the range of new job opportunities within the area and the wider city centre.</p>
<p>A progressive and equitable city: making a positive contribution by unlocking the potential of our communities</p>	<p>The partners will seek to maximise local employment from this initiative. The scheme can provide new connections to other parts of the city centre, including the Oxford Road Corridor, Circle Square and Mayfield, and through to local communities such as Brunswick & Ardwick. The area has the potential to provide new open space and leisure opportunities, accessible to all residents.</p>
<p>A liveable and low carbon city: a destination of choice to live, visit, work</p>	<p>Development at ID Manchester has the potential to deliver a major mixed-use scheme, and an enhanced gateway to the city centre, which can become a desirable location in which to live, work and visit. New and improved public realm is proposed, contributing to climate resilience and increasing biodiversity, resulting in an improved local environment for this part of the city centre.</p> <p>The area is well connected to all forms of public transport, minimising the need for car journeys to and from the area, and pedestrian and cycle routes will be prioritised.</p>

A connected city: world class infrastructure and connectivity to drive growth	As outlined above, the site benefits from good access to public transport. As part of the development, new pedestrian connections will be provided from Piccadilly Station to the Oxford Road Corridor, other areas of the city centre, including Mayfield, and surrounding.
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Full details are in the body of the report, along with any implications for:

Equal Opportunities Policy
Risk Management
Legal Considerations

Financial Consequences – Revenue

None directly from this report.

Financial Consequences – Capital

None directly from this report.

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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.

- Corridor Manchester Strategic Vision to 2025
- Corridor Spatial Framework (2018)

- Manchester Corridor North Campus Strategic Regeneration Framework March (2017)
- Report to Executive - North Campus Strategic Regeneration Framework - 8 March 2017
- Report to Executive – Corridor Manchester: North Campus Strategic Regeneration Framework – 14 December 2016
- Report to Executive - ID Manchester Strategic Regeneration Framework Update - 28 June 2023
- Draft ID Manchester Strategic Regeneration Framework (2023)

1.0 Introduction

- 1.1 On 28 June 2023, the Executive endorsed, in principle, an updated Strategic Regeneration Framework (SRF) for the ID Manchester (IDM) area. The updated Framework sets out the rationale for the forming of the ID Manchester Joint Venture Partnership between the University of Manchester and Bruntwood SciTech; the relocation of the majority of the University's teaching functions from North Campus to the new Manchester Engineering Campus Development (MECD); and updated market conditions.
- 1.2 It sets a vision for a genuinely world-class innovation district within the city and how IDM is perfectly positioned to support Manchester's next phase of growth by providing a concentration of employment space tailored to the city's key growth sectors, a mix of new homes, and a destination that attracts visitors to the city.
- 1.3 As a world-class innovation district, acting as a cornerstone of the UK's innovation strategy, IDM can help to establish GM and the UK as an innovation powerhouse on the world stage, catalysing enterprise across the city region.
- 1.4 IDM can play a meaningful role in tackling the global climate and ecological emergencies, and the local imperative to deliver a more inclusive economic model for the city's residents.
- 1.5 This report summarises the outcome of the public consultation on the updated ID Manchester SRF; responds to the comments received; and details any changes made to the SRF as a result of the consultation.

2.0 Background

- 2.1 The relocation of most of the University's teaching and research functions from North Campus to MECD provides a unique opportunity to deliver the comprehensive regeneration of this 9-hectare site and develop a world-class innovation district in the heart of the city centre. Its delivery could provide over 10,000 new jobs, supporting the next phase of Manchester's growth and success. The area will also provide new homes and new public realm in addition to enhancing connections, benefitting local residents and supporting sustainable and inclusive growth.
- 2.2 The overall objective for IDM is to create a world-class innovation location, driving skills, collaboration, new ideas, and economic growth and opportunity for Manchester, the City Region and the UK.
- 2.3 Over its lifetime, the SRF has the potential to deliver:
 - Over £1.7bn investment in Manchester
 - Over 2m sq. ft of innovation and commercial space
 - Over 10,000 new jobs
 - Over 1,500 new homes

- At least 10% Biodiversity Net Gain

3.0 The Consultation Process

- 3.1 Consultation letters were sent out to 8,321 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 made available on the Council's website, and comments were invited.
- 3.2 The ID Manchester Partnership also undertook in-person and online engagement with the local community, businesses, and other stakeholders, to raise awareness of the consultation and seek people's views. This consisted of:
- Hosting a consultation website, linking to the Council's website, including an online survey.
 - Distribution of a consultation newspaper to residents and businesses.
 - A University of Manchester staff briefing on 27 July 2023.
 - A pop up event in Manchester city centre on 9 August 2023.
 - An awareness raising business event on 5 September 2023.
 - An awareness raising community event on 6 September 2023.
- 3.3 The consultation provided all stakeholders with the opportunity to find out more about ID Manchester and provide their views.
- 3.4 Feedback gathered through these activities were fed into the Council's consultation process.
- 3.5 The formal consultation closed on Friday 8th September, following an eight-week period of consultation. This was extended from the usual 6 weeks due to the summer holiday period.
- 3.6 In total, 10 responses were received by the City Council in response to the consultation letters, broken down as follows:
- 7 from individual residents
 - 1 from landowners in a neighbouring area
 - 2 from statutory/public organisations
- 3.7 Additionally a range of stakeholders attended the consultation events hosted, with 25 responses provided via the comment cards, 97 responses via the online questionnaire and 8 via email to the partnership. In addition to this, a significant number of ideas were captured via the city centre pop-up ideas boards.
- 3.8 The next sections summarise the comments submitted directly to the City Council's consultation and arising from the consultation activity carried out by the ID Manchester Partnership.

4.0 Consultation Responses

- 4.1 The majority of the responses received in response to the consultation were generally supportive of regenerating the IDM SRF area. The engagement undertaken captured a range of specific points which either provided support or highlighted a particular issue with the SRF. These areas are categorised into themes and set out below.

Heritage

- 4.2 A key theme from the online responses was the importance of the heritage buildings and features within the SRF area, in particular the modernist buildings. Specific buildings identified as being of importance were Renold, Barnes Wallis/Wright Robinson, the butterfly stairs, the Hollaway Wall, MSS Tower, and the Pariser. Public art within the campus should also be retained. There was a level of opposition to the anticipated removal or altering of several of the buildings south of the viaduct and structures such as the “Butterfly Stairs” and the Hollaway Wall. Several responses also questioned the carbon impact of removing and replacing buildings, rather than refurbishing them.
- 4.3 There was support for keeping the best of the historic buildings, in particular retaining and enabling public access to the Sackville building, and for the use of the railway arches, for example, for cafes and bars. There was some concern that access to the Sackville building should not be only for paid uses. Another respondent suggested that the Sackville building could become a museum or cultural venue. In contrast, support was provided for the mix of uses that would bring a derelict area “alive again”, strengthening the creation of a community feel.
- 4.4 A comment was made referencing the need to involve heritage groups such as the Modernist and the Twentieth Century Society in future proposals.
- 4.5 One response stressed that the plans should make passive provision for the potential future widening of the railway viaduct by Network Rail through this area.

Development Uses, Architecture and Placemaking

- 4.6 Some respondents felt that the site should be used for educational purposes, rather than, for example, creating commercial and residential accommodation. Demand for new homes and hotel accommodation was questioned along with how this linked to the concept of being an Innovation District.
- 4.7 One respondent expressed a view that the building plots should be given more exciting outlines, as the ones shown in the SRF could lead to boring design.
- 4.8 A respondent questioned whether new homes would be at an accessible price-point to local people, including provision of social housing.

- 4.9 A concern was noted that the proposed mix and density of uses proposed would strain local infrastructure, such as the doctors, childcare, and the highway network. There were various suggestions around specific uses that would be welcomed in the retail space, such as community facilities, social infrastructure, art spaces, and independent retailers (such as Kampus).
- 4.10 Some respondents felt that the commitment to capturing a sense of 'Manchesterness' was too vague a statement. Some comments cited the proposed removal of many of the distinctively 'Mancunian' Buildings.
- 4.11 Other comments suggested that to retain a sense of Manchester, buildings should architecturally reflect historic buildings located in Ardwick and the surrounding area. Careful selection of materials and colours was requested including the use of red brickwork as this has been historically prominent in Manchester.
- 4.12 A respondent reflected that proposals should seek to encompass the spirit of Manchester through core characteristics such as music, sport and diversity in order to create a unique and welcoming space.
- 4.13 A respondent raised concerns regarding building heights at ID Manchester, in particular the negative impact on heritage buildings, especially the Sackville Building and buildings along Granby Row, and on access to sunlight to existing residential buildings. The response requested that any taller buildings be positioned toward the back of the site, away from the Sackville Building.

Inclusivity & Amenity

- 4.14 Support for the inclusive approach at ID Manchester was very high. It was noted that the proposed modern buildings will promote inclusivity and diversity for all building users which would be a significant improvement to the current buildings. Offering opportunities to engage with sustainable innovations was highlighted as a key element of the plans - embracing the interface between the public and university.
- 4.15 There were a number of requests for a mix of housing on the site, including affordable housing and homes for sale as well as build to rent, alongside community facilities/amenities, such as a GP, dentist and community centre serving disadvantaged groups.
- 4.16 Questions were raised as to how various minority groups would be supported through IDM proposals including neurodiverse, religious and disability groups. It was suggested community spaces should be allocated to support these groups to enhance inclusivity within proposals. A committee for diverse membership was also requested alongside further information on how these groups would be supported.
- 4.17 A suggestion was made to bring all the arches back into full use repurposing them to provide access thoroughfares, shops, cafes and bars.

- 4.18 A concern was raised relating to the impact of construction on the local community.

Public Realm, Green Space and Biodiversity

- 4.19 The importance of the public realm, green space and biodiversity on the site was another key theme of responses.
- 4.20 Some respondents felt that the amount of green space proposed was limited, included too much hard landscaping, or reflected little expansion or improvement of the existing green space, with one suggestion that one of the plots should be removed to allow for more green space. On the other hand, there was support for the nature first approach, and for the proposals for Vimto Park and the new civic square. Other responses made specific requests for the green space, including:
- Uncovering the River Medlock.
 - An extended park, leading through from Mayfield.
 - Community gardens and a community centre
 - Accessibility
 - Educational opportunities for children
- 4.21 There was also a concern about a perceived loss of green space and mature trees and for more clarity on the nature-first approach identified in the SRF, adding that the proposed buildings would overshadow the public spaces.
- 4.22 The importance of designing public spaces to prevent anti-social behaviour was noted, together with ensuring careful consideration is given to accessible routes for wheelchairs and cycles.
- 4.23 A specific comment noted that biodiversity should be the primary consideration when developing green spaces and that opening up the River Medlock would allow greater biodiversity.

Sustainability

- 4.24 Support for the sustainable development approach was very high. A number of suggestions were put forward to maximise sustainability on the site, including:
- The achievement of BREEAM standards in building design
 - The use of local and re-used materials and the involvement of local people in construction
 - Inclusion of renewable energy
 - Recycling/reuse facilities, such as a repair café, bike shop, furniture swap.
- 4.25 The need to tackle the high level of pollution from the Mancunian Way was also raised.

- 4.26 Whilst there was support for the vision for ID Manchester as a sustainable place, concerns were raised regarding the amount of demolition envisaged in the illustrative masterplan. Support was provided for retaining and repurposing as many existing buildings as possible to demonstrate a commitment to a sustainable future. Specific concern was raised regarding the perceived potential demolition of The Mill and Renold Building.
- 4.27 A respondent felt that the SRF lacks information as to how the sustainable vision will be reached, noting that having clear carbon capture targets, the use of sustainable building materials, sustainable ventilation, and futureproofing technologies in relation to climate change would support the realisation of the overarching vision.

Safety

- 4.28 Concern that the site currently feels dangerous, and unwelcoming was raised as an issue by some residents and that security and preventing anti-social behaviour needed to be carefully considered.

Connectivity, Travel & Transport

- 4.29 Support for the approach of connecting IDM with the surrounding environment was very high. Several respondents requested that car travel to the site is kept to a minimum (apart from emergency vehicles), and for priority to be given to pedestrians and cyclists before cars. Some noted the congestion on surrounding roads, and the potential for increased pressure on the surrounding infrastructure. Conversely, the development being car free was raised as a concern by some respondents who felt that this would displace parking to the surrounding area. It was also noted that not all journeys can be made using public or active travel. An additional point was raised questioning the feasibility of a car free approach as servicing and emergency vehicles would be necessary.
- 4.30 A respondent felt that EV vehicles supported by the provision of the necessary infrastructure should be encouraged within the site with restrictions for petrol and diesel vehicles.
- 4.31 Strong support was given for the creation of new routes and connections through the site. There was a query as to whether secure cycle parking would be provided.
- 4.32 Various suggestions were given to improve connectivity to the wider area including creating green bridges from Piccadilly and other key locations to help bring more people to the area and providing spaces for less abled users.
- 4.33 The site's proximity to key public transport connections was highlighted as an advantage, however, a respondent noted that investment would be needed to facilitate increasing demand on services, for example, enhancements at Piccadilly Station and Piccadilly Gardens.

- 4.34 It was suggested that free buses be routed through IDM, which would also improve transport options available for disabled people.

The SRF Document & Engagement

- 4.35 One respondent noted that the SRF is a long document and included jargon. Another comment queried the purpose of an illustrative masterplan if future development will look different.
- 4.36 One commentator was dissatisfied with the consultation undertaken and the quality of the community presentation.

Statutory and landowner consultees

- 4.37 Engagement undertaken with Network Rail focused on the developments proposed proximity to railway infrastructure. As development of the site continues further liaison with Network Rail will occur to confirm requirements for each phase
- 4.38 United Utilities highlighted that any proposals should consider any impacts on their properties, assets, infrastructure, waste and wastewater services. They requested to be consulted and engaged as the development moves forward. Specific points included:
- The need for further detail on the site design and full consideration of flood risk.
 - A request that surface water management (including sustainable drainage) be considered at the outset of the design process as IDM is situated in a Critical Drainage Area.
 - Consideration of how water efficiency measures can be incorporated into the future detailed design of the site.
 - Full consideration of the HS2 works in the area including any utility diversions that may be necessary as a result of HS2 progressing.
- 4.39 The Environment Agency noted that they have been working with IDM partners and are keen to continue to be consulted and engaged as the development moves forward. Specific points included:
- The role of the natural environment and the associated ecosystem services should be part of the 'Be sustainable and regenerative' approach.
 - IDM could provide the opportunity to 'open up' this section of the River Medlock as part of the development.
 - The need to embed nature-based solution design principles, recognising the range of solutions available for both new build and retrofit (e.g., green roofs, green walls etc.).
 - Additional reference to the consideration of water efficiency and integrated water management, to support the wider vision to deliver sustainable growth and management.
 - As a minimum, the residential development within IDM should meet the mandatory water efficiency standard, but could seek to increase this to

- align with higher sustainability targets
 - Additional reference to how buildings will be designed to consider the Places for Everyone Development Plan draft policy for all new development to be 'Net Zero Carbon' from 2028 onwards.
- 4.40 A response from a neighbouring landowner was supportive of the proposals and requested to be consulted and engaged as the development moves forward.

5.0 Response to consultation comments

Heritage

- 5.1 Thorough studies have been undertaken to appraise each building within the SRF area. This will help to understand whether each can be re-used, either in the short-term for temporary use, or longer-term. Amongst other aspects, this assessment includes how easily buildings can be adapted to meet modern standards and the needs of future occupiers; their embodied carbon and how sustainable they can be when in use; their historic and architectural significance; and how they support the place-making priorities of IDM. The principle of some key place-making retention is acknowledged in the SRF. The detail of precisely which buildings south of the viaduct are retained, in what way and for what purpose, is a matter which will be determined by future planning applications for the site.
- 5.2 The SRF envisages that the most important heritage buildings on-site – the Sackville Building, the arches and Renold Building – will be retained and given a new lease of life as part of the plans.
- 5.3 The place-based principles set out within the Framework provide guidance to support a sensitive and proportionate approach to future proposals that affect designated and non-designated heritage assets. All detailed development proposals for the redevelopment of existing buildings and construction of new buildings and public realm will be fully considered against the relevant policies of the Development Plan and national planning policy.
- 5.4 The SRF also sets out how the Hollaway Wall creates a physical barrier to the site and impacts on accessibility. However, the importance of the Wall as an architectural and historic structure is recognised within the SRF. Acknowledging the need for creative thinking to incorporate it within the development area, the illustrative masterplan shows the Wall encapsulated within a building, as one such option.
- 5.5 To achieve the outputs and vision set out within the SRF, and based on the detailed studies referred to above, the SRF does envisage that the majority of buildings south of the viaduct are likely to need to be removed. However, specific proposals for each of the plots within the framework area will be considered and determined through a detailed and evidence-based process which will feed in to all planning and listed building consent applications.

Development Uses, Architecture & Placemaking

- 5.6 The site has not been used as a place for education for some time, as the University has consolidated its campus along Oxford Road. The aim of the SRF is to bring this important area back to life. The vision for IDM is to create a world-leading innovation district, which will become a place where large, leading-edge research institutions and companies are brought together and connected with small start-ups and entrepreneurs, so that each can collaborate and benefit from the other's skills and ideas.
- 5.7 Manchester continues to receive recognition as a leading place to live, work, visit and specifically as the UK's top digital city. In 2022, a Cushman & Wakefield study listed Manchester as one of 12 global tech cities in Europe. Manchester is home to a wide range of tech-focused spaces and innovation hubs, creating a thriving tech and digital ecosystem which enables start-ups, SME's and larger firms converge, collaborate and drive innovation. To capitalise on this success and maximise the opportunity for Manchester presented by this key growth sector, the city must ensure that the right spaces and communities are created. ID Manchester represents a key opportunity to support further growth within the sector and its range of sub-sectors.
- 5.8 ID Manchester will become a fully engrained city centre neighbourhood. The mix of uses proposed including new homes, hotel development, retail and leisure uses will support not only the framework area but the wider communities and neighbourhoods and will help make IDM a place for everyone. These facilities will bring a vibrancy to the area, creating a lively, welcoming place at all times of the day.
- 5.9 Both the city overall, and the city centre continues to experience significant demand for new housing. The city centre population has over the past 30 years grown from a few hundred residents to more than 70,000 within the wider city centre boundary. This growth is driven by the attractive residential offer and by residents seeking to live close to the range of employment opportunities and cultural and leisure facilities offered within the city centre. Talent is attracted by the strength of Manchester's educational institutions, the job opportunities, and the quality of life. With demand continuing to increase. ID Manchester represents a key site to support this growth through the creation of a varied mix of high-quality homes.
- 5.10 The meanwhile uses suggested within the SRF are anticipated to activate buildings in the short- and medium-term, potentially elongating the economic life of some buildings that would otherwise lie empty. This approach will also help to address the immediate issues of safety and anti-social behaviour resulting from the campus currently being vacant, whilst potentially providing early low-cost space for innovation uses that can kick-start the success of the innovation district.
- 5.11 Delivering a place which is distinctive and retains a sense of Manchester is a core objective of the SRF and is supported by the vision, key pillars of success, and the place-based principles. Combining this with the delivery of

high-quality design is essential to the success of the neighbourhood. A mix of creative re-use of existing buildings (on a temporary and permanent basis), reimagining structures and spaces, and sensitively designed new buildings that reflect to the essence of the site can create a development that is distinctive whilst being rooted in Manchester.

- 5.12 The SRF envisages a distribution of height across the area that steps up from the proposed new civic square and Vimto Park, to ensure sunny and attractive public realm. Key markers are identified at each “corner” of the framework area, where taller buildings could potentially be appropriate. The impact of all tall buildings will need to be assessed against the policies of the Development Plan, including criteria of Policy EN2, as part of detailed planning applications, which will include consideration of impacts on the setting of heritage assets, townscape, wind microclimate, and daylight amenity.

Inclusivity & Amenity

- 5.13 The plans for IDM include amenities to meet the needs of existing and future communities. The delivery of affordable housing will be reviewed as detailed planning applications for residential plots are developed. The SRF also set out four major areas of public and greenspace, important for people’s health and wellbeing, as well as for the environment and biodiversity.
- 5.14 IDM will create opportunities for residents across Manchester and Greater Manchester, through access to education, training, apprenticeships and jobs.
- 5.15 The aim of the SRF is to provide the services and facilities that support the whole community using the area. These could potentially include services such as those suggested by respondents, for example, a GP and dentist surgery, post office, hairdresser, grocery stores and childcare/community facilities. Recent examples of how key community amenities are being delivered within new city centre developments include:
- The creation of a new 6.5-acre public park within the adjacent Mayfield neighbourhood, including a children’s play area.
 - The provision of the Crown Street Primary School and New Jackson Medical Centre as part of the Great Jackson Street development.

Public Realm, Green space and Biodiversity

- 5.16 The public spaces on the IDM site are currently poorly used. The SRF aims to create new public spaces that are dynamic, lively, safe, and accessible to all, using planting and water to create attractive landscapes and new homes for wildlife, increasing biodiversity. The existing greenspace at Vimto Park will be enhanced and improved.
- 5.17 Different public spaces are envisaged to serve different functions within the area. Green spaces will provide spaces for people to relax, play and spend time with nature, while hard landscaped areas will play an important role to support vibrant urban life and a mix of activities and events throughout the

year. Primary and secondary routes can guide people safely through the space and minimize conflict between different users such as pedestrians, cyclists, and any vehicular traffic servicing the area. All public spaces are envisaged to be fully accessible and welcoming to all users at all times of day and night.

- 5.18 Planning applications across the site will need to demonstrate a minimum 10% biodiversity net gain and at each phase, the IDM Partnership will consider the opportunities for biodiversity and anticipate that the whole site will see a higher biodiversity gain than this.
- 5.19 A significant number of new trees are envisaged, to provide shelter from the sun, wind and rain. Whilst actual numbers can only be defined through detailed planning proposals, the SRF envisages that a net increase of some 400 trees could be delivered across the neighbourhood once it is complete. Existing trees will be retained where possible. If a mature tree requires removal, it will be replaced on a 3:1 ratio.
- 5.20 The River Medlock currently sits outside the development site, but the SRF highlights the opportunity to explore options for returning the memory of the River Medlock to the site, subject to feasibility studies.

Sustainability

- 5.21 One of the pillars of success for IDM is to be a world-leader in tackling the climate and ecological emergencies by planning for net zero carbon, building climate change resilience, bolstering green and blue networks, and reducing resource use and unnecessary waste, all of which are currently putting pressure on our planet.
- 5.22 It is intended that IDM will be a net zero carbon development. All buildings will be designed in line with UK net zero targets and will explore new innovations and materials to achieve this. Where possible, all materials will be reused on site and materials will be sourced locally. It is anticipated that the possibilities of delivering zero carbon development will progress significantly throughout the lifespan of the project, potentially utilising innovations created within IDM itself.
- 5.23 Bruntwood, one of the Joint Venture partners, already sources 80% of its energy from renewables and was the first property developer to invest in a wind farm. This commitment to sustainability will be brought into IDM.
- 5.24 Prioritising walking, wheeling and cycling to, from and through the site will minimise car travel, contribute to reduced air pollution and demonstrate the commitment to sustainable transport.

Safety

- 5.25 The current site is under-used and unwelcoming, largely due to the lack of footfall in the area. By animating public spaces with events, cafes, restaurants,

workspaces and homes, we will bring people and activity back to the site – which is key to making the area feel safer. People living, working and visiting IDM will mean a constant presence right across the area.

- 5.26 During the development stages, ‘meanwhile’ uses in various buildings can bring activity and life to the site from the very outset and in advance of permanent development plans being delivered.

Connectivity, Travel & Transport

- 5.27 IDM’s city centre location means that it is easily accessible by foot, bike and public transport. The SRF proposals seek to prioritise walking, wheeling and cycling. Whilst the nearby public transport hubs largely sit outside of the SRF area, they are identified as “Areas of Influence”. The SRF has the potential to influence improvements to the surrounding routes, improving connections to nearby bus, tram and train facilities and breaking down barriers between local residential communities and the city centre.
- 5.28 No multi-storey car parking is envisaged within IDM and limited car movements are expected within the area. This supports Manchester’s City Centre Transport Strategy. Consideration could be given to introducing residents’ parking permits in local neighbourhoods to prevent parking being displaced to the local area.
- 5.29 Sustainable travel planning to deliver a shift away from a reliance on car usage will be a critical component of realising the IDM vision. Travel plans, transport analysis and construction management plans would be required as part of any planning application.
- 5.30 The proposals set out within the SRF have been developed to ensure unrestricted emergency vehicles access in addition to the inclusion of accessible parking for those who need it. Designated roads will also allow for services and deliveries at specified times.
- 5.31 The illustrative masterplan takes into account future planning considerations around potential expansions to the railway and cycle infrastructure, and future planning applications would need to demonstrate that they do not prejudice delivery of this important infrastructure.

The SRF Document & Engagement

- 5.32 The Framework was drafted to be accessible to all and the format of the document is fully compliant with accessibility guidance. However, given the content of the SRF, a level of technical language is required. To mitigate this, a glossary will be added to the document to provide further clarity where technical terminology is used.

Statutory & Landowner Responses

- 5.33 The IDM Partnership are committed to continuing to engage with statutory consultees and interested groups beyond this SRF stage, throughout the lifespan of the project. This will include with the groups specifically identified in the consultation responses, and the general public, as part of the commitment to an ongoing collaborative and inclusive approach to development.
- 5.34 The range of comments made by both the Environment Agency (EA) and United Utilities (UU), have been noted. These relate to aspects of development that would be addressed within detailed planning applications rather than the SRF for the site. As noted, engagement with both the EA and UU is scheduled to continue taking place to work through the wider strategies and detailed future phases.

6.0 Conclusion & Recommendations

- 6.1 ID Manchester represents a major strategic opportunity to create a world-class innovation district at a key city centre gateway site, contributing to support the next phase of Manchester's inclusive growth and future economic resilience. The site is in a pivotal location within the Oxford Road Corridor and is a key part of the regeneration "spine" running from Great Jackson Street to Piccadilly.
- 6.2 The proposals in the updated ID Manchester SRF have the potential to create over 10,000 jobs; encourage new business growth and clustering, linked to the city's research and development strengths; and provide significant new homes, public space and facilities for local people. They will also provide new and improved routes and connections to Piccadilly, the rest of the Oxford Road Corridor, other parts of the city centre and adjacent communities.
- 6.3 As detailed within paragraph 5.5, the SRF is a high-level document which sets out the vision and aspiration for IDM. All future detailed plans for each of the plots within the framework area should be considered and determined through a detailed and evidence-based design process which in turn feeds in to all planning and listed building consent applications.
- 6.4 A number of minor amendments to the SRF are proposed arising from the outcome of the consultation. The proposed updates are set out below:
- Reference to enhancing sustainable drainage and water efficiency has been included within the Framework in response to comments from the Environment Agency and United Utilities.
 - The Human Collider diagram on page 48 updated to show a potential mix of uses within Plot E (the Mill).
 - A paragraph has been added to page 85 within the SRF to stress that the impacts of all development will need to be thoroughly tested for impacts at planning application stage, including Policy EN2 with regards to tall buildings where relevant.
 - Reference to adopting a holistic approach when considering individual

applications within the context of the whole project has been added at page 62, 76 and 105.

- As noted in paragraph 5.32, a glossary of any technical language will be added to the SRF document.

6.5 Recommendations appear at the front of the report.

7.0 Legal Considerations

7.1 If the draft updated IDM SRF is approved by the City Council, it will not form part of the Council's Development Plan but would be a material consideration for the Council as Local Planning Authority when determining any applications within the IDM SRF area.

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**Manchester City Council
Report for Information**

Report to: Communities and Equalities Scrutiny Committee - 10 October 2023
Executive – 19 October 2023

Subject: Building Stronger Communities Together Strategy 2023 - 2026

Report of: Strategic Director (Neighbourhoods)

Summary

This report introduces the Building Stronger Communities Together Strategy 2023-26 for Manchester City Council and highlights the key priorities for the next three years.

Recommendations

The Communities and Equalities Scrutiny Committee recommended to:-

- (1) Consider and comment on the information contained in this report.
- (2) Endorse the Strategy for approval by the Executive.

The Executive is recommended to approve the Building Stronger Communities Together Strategy 2023-26

Wards Affected: All

Environmental Impact Assessment - the impact of the issues addressed in this report on achieving the zero-carbon target for the city

None

Equality, Diversity and Inclusion - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments
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The Building Stronger Communities Together strategy will foster good relations between persons who share a relevant protected characteristic and persons who do not share it
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The impact of this strategy on protected groups has been considered through an Equality Impact Assessment

Manchester Strategy outcomes	Summary of how this report aligns to the OMS/Contribution to the Strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The wider work through the Our Manchester strategy delivery plans will link the priorities from this strategy focused on people and building social cohesion to supporting a diverse and distinctive economy that creates jobs and opportunities.
A highly skilled city: world class and home grown talent sustaining the city's economic success	The strategy aims to build social cohesion through recognising the importance of and harnessing the talents and skills of our local communities; attracting talent and diversity and so contributing to the city's economic success.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The strategy aims to build social cohesion through recognising the importance of and harnessing the talents and skills of our local communities; increasing participation and unlocking the potential of our communities.
A liveable and low carbon city: a destination of choice to live, visit, work	This report and the strategy highlights how the work to build stronger communities contributes towards this outcome by ensuring our diverse neighbourhoods and communities are welcoming and cohesive and therefore a destination of choice for people to live, visit and work.
A connected city: world class infrastructure and connectivity to drive growth	Building social cohesion across the city will help to connect people with one another and local services. The work through the strategy to promote inclusion will create equal access to the growth, opportunities and resources regardless of background.

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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Background documents (available for public inspection): None

1.0 Introduction

- 1.1 This report introduces the Building Stronger Communities Together strategy for 2023-26. It provides a synopsis of the consultation carried out in the development of the strategy. It also details the strategic priorities for the next three years and an overview of pilot activities that will be tested and delivered in localities across the city over the next 12 months. A copy of the strategy can be found in Appendix 1 with a summary in Appendix 2.

2.0 Background

- 2.1 We have talked for many years about the values that all Manchester residents share whatever their individual identities and how at times of challenge and difficulty we all come together. We focus on what we have in common and how we will contribute to Manchester – those who are newly arrived as well as those who have always lived here. We have mutual respect – Manchester people respect themselves, their neighbours and their neighbourhood, and the communities of Manchester.
- 2.2 Over the last three years, we have seen several challenges, both locally and nationally that have tested our understanding of and approach to building integrated and cohesive communities. At a time of economic crisis and global instability, we need more than ever to invest in strengthening our communities and social relationships particularly across difference. Social cohesion is a dynamic and complex set of relationships that can be profoundly influenced by local, national and international events and politics. Bad actors and influencers (whether they are local or international) seeking to sow division and breed hatred between different groups and communities are nothing new. However, an increase in segregated and disconnected communities together with the impact of social media can mean that misinformation and rumours can rapidly inflame community tensions. This in turn can have a profound and long-lasting impact on trust and relations between different local communities.
- 2.3 Research carried out since May 2020 (Belong Network and University of Kent)¹ into the impact of COVID-19 on our social relations tells us that investment in activities and programmes that foster stronger communities and community relations can provide a bulwark of trust, social connections and strong community relations that are able to resist the pull of division. Furthermore, we know that more socially connected, cohesive local areas can bring individual and community level benefits; these include resilience against crisis, shock and change, higher levels of individual subjective wellbeing and increased levels of volunteering and active social engagement. As such an investment in our social relations can be far reaching, bringing a range of other benefits for communities, for example on health and socio-economic outcomes that are expressed in the Our Manchester vision and strategy.
- 2.4 Building the resilience of our local communities and social cohesion is the foundation for achieving the Our Manchester vision and is everyone's

¹ Beyond Us and Them; Societal Cohesion in the context of Covid 19, Belong, University of Kent, 2021

business. All of us can play a role. It is everyone's responsibility, in schools, colleges and universities, in workplaces, business and in local communities and neighbourhoods to foster stronger relationships between different groups and communities. From the evidence nationally we know that the best schemes for building social cohesion and community resilience are place based, locally designed and locally led by well networked local partnerships which includes leaders within faith, civic and business networks working together with public services to foster stronger communities, building trust and legitimacy.

- 2.5 We recognise that we cannot do this alone, so we have been engaging with our partners from across the public, private voluntary, faith and community sectors to better understand the issues that are of most importance to everyone and the things that will help us to strengthen the bridging² between and bonding³ within communities.
- 2.6 Levels of social cohesion are different in different places. Put simply it is about how well people from different backgrounds meet, mix and get along together. It also relates to levels of trust both *between* different groups and communities and, *between* individual, groups and communities, *and* the institutions and services that serve them.
- 2.7 The work of social cohesion is about developing neighbourhoods, workplaces, institutions and social spaces where difference is welcomed and celebrated and where empathy and curiosity about people 'not like me' is encouraged and embedded. When this happens, we can move beyond narratives of 'us' and 'them' towards ideas of kindness, trust, good relations between different groups and communities, and a sense of belonging for all.⁴
- 2.8 Manchester has not had a separate social cohesion strategy for the city. The challenge of ensuring that Manchester people live in diverse but stable and cohesive communities is a core element of our vision for Manchester as a world class City. The Our Manchester Strategy has therefore been our strategy for social cohesion. The reset of the Our Manchester Strategy provided an important opportunity for us to review our approach and ensure that integration and social cohesion is explicitly embedded into the delivery of the strategy and its work streams going forward.

² Creating new relationships beyond own current social circle and building connections that link people across different ethnic, religious or occupational groups through shared interests or goals. To bridge '*between*' communities, groups, or organisations.

³ Deepening the relationships formed or those you already have between people who share common characteristics or interests – Bonding exists between 'people like us' who are 'in it together' and who typically have strong close relationships

⁴ Successive governments have introduced and implemented policy agendas to build social cohesion, which as in the past been referred to as 'community cohesion', 'cohesion', 'integration' etc. We are using the term 'social cohesion' because we think it best describes how essential strong social relations are, particularly across differences of race, geography and class for fostering stronger, kinder and more resilient local places.

2.9 The Building Stronger Communities Together strategy is distinct and complimentary of the priorities set out in the Our Manchester Strategy. However, its focus is on people and relationships and how these can help to build and harness the skills and abilities of residents and utilise the assets in neighbourhoods to foster greater contact and participation within and between communities and local services, building trust and a sense of belonging to local areas and the city.

3.0 Building Stronger Communities Together – Consultation and Key Priorities

3.1 The Building Stronger Communities Together strategy reflects the things that people told us were important to them and sets out how we plan to strengthen and share the great things that come out of Manchester’s shared identity – things that boost communities, community relations and social relationships and come into play when things become difficult.

3.2 We think the best ways to build stronger communities in the city are through the ideas, actions and activities that are generated, designed and delivered locally. The ones which are everyone’s responsibility – not just the Council and its partners in voluntary, faith and community organisations. It’s also the responsibility of each of us – in school, college and university, at work, in business, in communities and in neighbourhoods – anywhere and everywhere.

3.3 Throughout March to June 2022, we consulted with Manchester’s communities on matters relating to integration and cohesion, to understand the things that help us to connect and get along with one another. We know that Manchester is a diverse city, so to capture views we ran a 12-week online consultation.

3.4 The online consultation was promoted through our social media channels, teams working in the neighbourhoods and our partners across the public, voluntary and community sectors so that we could reach as many people as possible.

3.5 The online survey included questions asking Manchester residents about how well they thought people from different backgrounds got on together in their local area, what things they believed were important in making it easier for communities to get along, what challenges they felt prevented people from getting on with one another and what things build a sense of pride and belonging in communities.

3.6 Where possible we used community networks and organisations to promote the consultation process and the ways to get involved.

3.7 The online consultation was completed by **441 people**. The respondents reported to identify with 27 different ethnic groups. 57.4% of the consultation respondents identified as female, 14.1% of respondents reported to be under the age of 18, 3.2% reported to be aged between 18-25, 15.6% between 26-39, 21.1% between 40 – 49, 29.3% between 50 -64, 12.2% 65+ and 4.5%

prefer not to say. All wards were represented in the response to the online consultation. Of the 32 wards, Hulme engaged more than any other ward with 32 surveys completed and Harpurhey had the least participation, with only 3 surveys completed.

- 3.8 The findings identified that 45% of respondents felt that people from different backgrounds in their area got on well or extremely well together. 37% felt that people from different backgrounds in their area neither got on well nor got on poorly.
- 3.9 The findings also identified the following things to be important in helping people to get on well together:
- Respect between all, whatever age, faith, sexual orientation, gender or ethnicity
 - Being able to trust local services such as the Council, police, health providers and schools to be fair and open
 - Living in a community where people feel safe, and that is doing well
 - Having places for communities to come together, such as parks, open spaces, schools, places of worship and online.
- 3.10 The findings showed that people wanted to:
- Get to know and help their neighbours more
 - Hold more inter-faith events, celebrating different cultures together
 - Understand where they can find out about volunteering opportunities
 - Get involved in community events and celebrations
 - Feel a sense of pride in their area and tackle littering and fly tipping
 - Have safe neighbourhoods where people feel confident in letting their children out to play.
- 3.11 Alongside the online survey, we also wanted to have conversations and listen to communities about their experiences: what they would like to see more of and some of the issues they felt prevented them, or acted as a barrier to building relationships where they live. We did this through a series of 23 face to face or virtual focus groups and 1-2-1 interviews with communities (including our communities of identity) from across Manchester. These focus groups and 1-2-1 sessions enabled us to engage with a total of **241 people**. These focus groups were important as they helped us to access and engage with communities and residents who might not be able to access through the online survey and those who would prefer to have a face-to-face conversation. This approach encouraged open and honest feedback and helped participants think about the role they could play in creating stronger communities.
- 3.12 The focus groups included sessions with schools, youth clubs, mosques, the Manchester BME Network, elected members, South Asian women groups, disabled people organisations and other community focused groups.

3.13 We have continued dialogue with groups, such as the Disabled People's Engagement Group Sounding Board, CHEM group, faith and Black, Asian and Minority Ethnic organisations after the formal consultation process was closed to reflect and sense check our findings and adapt the content of the strategy. This has particularly helped to make sure that the priorities identified in the strategy resonate with communities.

3.14 **Strategy Priorities**

3.15 The analysis of the online consultation and the outcomes of the focus groups identified three key areas of priority for the Building Stronger Communities Together strategy. These are explained below:

<p>1) Relationships ... It's about all of us A little trust goes a long way. That's why relationships and trust go hand in hand with one another. Relationships are not just about mixing with people who are like us and those we would normally mix with. They are also and importantly about speaking with our neighbours and people who are from different backgrounds.</p> <p>Following through on commitments; doing what you say you are going to do, being clear, having frequent communications with communities and identifying opportunities to come together and problem-solve leads to greater trust between communities and organisations and/or systems – so that no matter what might go wrong, there is a trust that organisations will act in the best interest of communities.</p>	
<p>Personally: speaking with our neighbours and people who are from different backgrounds. Learning to trust and be trusted.</p>	<p>How:</p> <ul style="list-style-type: none"> • Choose to get to know others, be confident to reach out to neighbours. • Talk, listen, think and learn with each other. • Show respect. • Tackle hate and intolerance and bias together – educate and accept one other. • Build trust in local services to be fair and open.
<p>For organisations: developing trust by providing equity in public services. Earning trust by doing what we promise, lots of clear communication, and creating ways to come together and problem-solve.</p>	
<p>Because: a little trust goes a long way and so that no matter what might go wrong, communities trust organisations to do the right thing.</p>	

<p>2) Participation.... We get involved to make a difference Bringing people together to get involved in meaningful activities, for a shared purpose and to engage in decisions about things that affect their lives. Greater participation and engagement with others builds trust between and</p>

<p>within communities and between communities and institutions. The more trust people feel in others and in the institutions that serve them the more likely they are to get involved. Participation can lead to greater trust – which can lead to greater participation. It is about enabling and supporting communities and services to come together; valuing the importance of working together to make a difference and taking ownership of the things that matter most to us where we live.</p>	
<p>Personally: taking ownership of what matters to us where we live. Taking part.</p>	<p>How:</p> <ul style="list-style-type: none"> • Community events and activities. • Create ways to get involved, improve and influence. • Bring groups together. • Turn up and get things done. • Communicate what's going on, promote involvement. • Ensure that our services are equitable.
<p>For organisations: bringing people together for shared aims that affect their lives. Support to act.</p>	
<p>Because: working together has value: participation builds trust and the more we trust each other and our services, the more involved we get.</p>	

<p>3) Belonging..... Making an effort Relationships, trust and participation help to bond and bridge within and between communities and build social capital. This in turn helps to create a sense of belonging for communities.</p> <p>Being part of something bigger than just yourself provides a sense of belonging and purpose along with a feeling of acceptance and support that can help fend off loneliness and help to make you feel more connected to those around you.</p> <p>Belonging is fundamental to our sense of happiness and well-being. A sense of belonging means that we have respect for the traditions, cultures and diverse communities of a particular place whilst at the same time being willing to invest and contribute a shared vision of what that place can become.</p> <p>Belonging in Manchester is about being included, respected, and welcomed. It is a sense of feeling valued and accepted whatever your background.</p>	
<p>Personally: Contributing to the shared idea of what your area can become. Respecting traditions, cultures and communities around you.</p>	<p>How:</p> <ul style="list-style-type: none"> • Make the effort to connect to and welcome others. • Create safe, shared places. • Develop a shared sense of purpose. • Share experiences. • Be proud and keep up your neighbourhood.
<p>For organisations: bonding communities together and building bridges between them.</p>	

<p>Because: being part of something bigger gives you purpose, fights loneliness and connects you to those around you. Belonging is fundamental to happiness and being well.</p>	<ul style="list-style-type: none"> • Celebrate diverse communities and what we have in common.
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- 3.16 Based on the feedback from the consultation, the strategy sets out 10 basic behaviours and principles to support us all to play our part in the way that we think and behave towards others, the way we live and how we view and interact with others, especially those we do not know or those who might be different from us.

4.0 Measuring Progress

- 4.1 Understanding and measuring levels of social cohesion is not easy and there is no national framework for doing this. Therefore, we will use the Greater Manchester Combined Authority’s “Policing and Community Safety Survey”, which includes the qualitative measures set out below, to measure overall social cohesion in Manchester. This is in addition to each pilot area also defining its own measures, activities and outcomes which reflect the three priorities of Relationships, Participation and Belonging in this “Building Stronger Communities Together” strategy.
- 4.2 Support for designing a set of more detailed indicators of social cohesion will be sought from the Belong Network, drawing on their work to develop a national framework of measurement indicators and recent research and evidence gathering they have been carrying out to support place-based approaches to measuring social cohesion.
- 4.3 The Greater Manchester Combined Authority conducts a survey every quarter across Greater Manchester, which includes measures of residents’ views of their local area and how safe residents feel in their day-to-day life in their area. The table below sets out the results for Manchester against the Greater Manchester average for the period from July 2021 to June 2022.
- 4.4 The latest cumulative results show that Manchester was the same or better than the GM average for six measures. These headline indicators will be used to frame our approach to measuring social cohesion alongside additional qualitative and quantitative measures to be identified through the three pilot area work programmes.

Measure	Manchester	GM Average	GLA Average
1) How safe do you feel in your local area	88%	88%	-
2) How safe do you currently feel when out and about anywhere in	81%	81%	-

Measure	Manchester	GM Average	GLA Average
your district, away from your local area?			
3) My area is a place where people from different backgrounds get on well together (Relationships)	77%	73%	94%
4) My local area is a place where people look out for each other	68%	72%	-
5) I feel a strong sense of belonging to my local area (Belonging)	71%	71%	59%
6) I have a say in what happens in my local area (Participation)	40%	35%	30%
7) I am proud of my local area	71%	71%	-

5.0 Pilot Activities – Delivery over next 12 months

5.1 Alongside the strategy, a pilot action plan will be established to prioritise and test activities aimed at achieving the three priorities in the first year of the strategy. These activities will be developed and delivered in key neighbourhoods in north, central and south and will be focused on bridging and bonding.

- Bridging activities will help to create new relationships beyond existing social circles and build connections that link people across different ethnic, religious or occupational groups through shared interests or goals. These activities bridge ‘between’ communities, groups, or organisations.
- Bonding activities will deepen relationships between people who share common characteristics or interests. Bonding takes place between ‘people like us’ who are ‘in it together’ and who typically have strong close relationships.

5.2 This is because we know this is a complex area of work and we do not want to set out actions that we know we will not be able to achieve or set expectations high and then not be able to match them. We really want to start by building our understanding about the impact of change in neighbourhoods and on our communities. We also want to test ways of working and codesigning activities with communities to identify what is successful in bringing people together and getting them involved in local activities. We want to consider how we better celebrate what everyone has in common in an inclusive way and respect difference.

5.3 Manchester and its residents have a great sense of pride so we also want to capture this, but also build and strengthen the sense of belonging people have to their area and the city where this is not the case. To help achieve this, we are working with each of the neighbourhood teams to develop pilot action plans. This activity includes:

- Identifying small areas to pilot Year 1 activities with a clear rationale and story of place for each
- Identify key activities that will build relationships, increase participation and build a sense of belonging (start small and think about bonding and bridging)
- The activities should build on what is already in existence (people, assets, and opportunities through existing plans and those planned), but can also start from scratch if that is what is needed
- Measuring change will be important – each pilot will need identify ways in which change will be measured including learning on what worked well and what did not work so well (so we can transfer this into the Years 2 and 3 plan / roll out in different areas)
- The pilot activities will encourage people to come together to volunteer in their community, celebrate different cultures as well as the things we have in common with one another, and codesign with local services to address local concerns.

5.4 A number of workshops are planned over the next couple of weeks, led by the national Belong Network to bring together key services and partners to help design and develop the pilot action plans and achieve the objectives above. The action plans will be ready by end of November 2023 ahead of the launch of the strategy in December 2023.

5.5 Discussions are currently taking place about the date and format of the launch of the Building Stronger Communities strategy in December and it is hoped that alongside a citywide event we also launch the strategy in the localities where the pilot action plans will be delivered as a means of kick starting the work.

5.6 The strategy and progress against the pilot action plans will form part of the Communities and Power workstream of Making Manchester Fairer, reporting into the quarterly Communities and Power Forum.

6.0 Recommendations

6.1 The Executive are invited to approve the Building Stronger Communities Together Strategy 2023-26

7.0 Appendices

Appendix 1: Building Stronger Communities Together Strategy 2023-26

Appendix 2: Building Stronger Communities Together Strategy Summary

Building Stronger Communities Together

Our Strategy 2023–2026

When people come together in Manchester, good things happen



Foreword

Manchester is one of the most diverse, resilient, and welcoming cities in the world and we are proud of this. Mancunians are known for being friendly, getting things done and never complaining about the rain. Manchester has a history and reputation for being radical and campaigning for equality and the city's diversity and changes in population are testament to this.

The past three years have been especially challenging, as we have all had to deal with the impact of the Covid-19 pandemic on our daily lives. Everyone has been affected by the pandemic. The impact of physical distancing restrictions has led to a reduction in social interaction and increases to the number of people feeling isolated or lonely. In Manchester, during the pandemic and through our work on community recovery we have been able to identify so many positive stories and examples about how communities and groups have come together and supported and looked after those who were struggling or needed help. This included food banks, students keeping in touch by phone with vulnerable and isolated residents, Covid connectors within communities, places of worship distributing food, advice on fuel poverty and getting people connected online.

Manchester has a long history of supporting those in need and welcoming people from troubled nations into our communities. The Russian-Ukraine war has instigated Europe's largest refugee crisis since World War II and Manchester as a city has come together to offer support to all those affected. Through the Afghan Resettlement Programme, Manchester has also been supporting Afghan refugees who fled the takeover by the Taliban in Afghanistan.

At a time when the world around us can feel divided and disconnected, we know that across Manchester there is a determination to stay connected and continue to support one another to build stronger communities that are engaged and making a positive difference to the lives of others.

I am proud to be introducing our first Building Stronger Communities strategy. I strongly believe that by bringing people together to get to know and understand one another better, celebrate our rich cultures and diversity and, importantly, what we all have in common leads to increased social interaction, trust, mutual respect and a city that feels more like home for everyone as they feel like they belong, are safe and included.

It might start with a smile, but slowly when people start to come together, they feel happier, more connected and empowered to make changes and improvements where they live.

I hope this strategy helps you to take your first step to get to know your neighbours, build positive relationships in your neighbourhood and take part in building stronger communities in Manchester



Councillor Joanna Midgley

Deputy Leader for Manchester City Council
September 2023

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Introduction

We have talked for many years about the values that all Manchester residents share whatever their individual identities and how at times of challenge and difficulty we all come together.

We focus on what we have in common and how we will contribute to Manchester – those who are newly arrived as well as those who have always lived here. We have mutual respect – Manchester people respect themselves, their neighbours and their neighbourhood, and the communities of Manchester.

Over the last three years, we have seen several challenges, both locally and nationally, that have tested our understanding of and approach to building integrated and cohesive communities.

The impact of international events and incidents, the unrest in Leicester, the protests and violence in Knowsley, Brexit, our changing communities and neighbourhoods, the Covid-19 pandemic, the Manchester Arena terrorist attack and subsequent inquiry have all reaffirmed that the work to build stronger communities cannot be taken for granted and we cannot become complacent.

At a time of economic crisis and global instability, we need more than ever to invest in strengthening our communities and social relationships particularly across difference. Social cohesion is a dynamic and complex set of relationships that can be profoundly influenced by local, national and international events and politics.

Bad actors and influencers (whether they are local or international) seeking to sow division and breed hatred between different British groups and communities are nothing new. However, an increase in segregated and disconnected communities together with the impact of social media can mean that misinformation and rumours can rapidly inflame community tensions.

This in turn can have a profound and long-lasting impact on trust and relations between different local communities.

Research carried out since May 2020 (Belong Network and University of Kent)¹ into the impact of Covid-19 on our social relations tells us that investment in activities and programmes that foster stronger communities and community relations can provide a bulwark of trust, social connections and strong community relations that are able to resist the pull of division.

Furthermore, we know that more socially connected, cohesive local areas can bring individual and community level benefits; these include resilience against crisis, shock and change, higher levels of individual subjective wellbeing and increased levels of volunteering and active social engagement.

As such an investment in our social relations can be far reaching, bringing a range of other benefits for communities, for example on health and socioeconomic outcomes that are expressed in the Our Manchester vision and strategy.

We believe that building the resilience of our local communities and social cohesion is the foundation for achieving the Our Manchester vision and is everyone's business. All of us can play a role. It is everyone's responsibility, in schools, colleges and universities, in workplaces, business and in local communities and neighbourhoods to foster stronger relationships between different groups and communities.

From the evidence nationally we know that the best schemes for building social cohesion and community resilience are place based, locally designed and locally led by well networked local partnerships which includes leaders within faith, civic and business networks working together with public services to foster stronger communities, building trust and legitimacy.

We recognise that we cannot do this alone, so we have been engaging with our partners from across the public, private voluntary, faith and community sectors to better understand the issues that are of most importance to everyone and the things that will help us to strengthen the bridging² between and bonding³ within communities.

This strategy is distinct and complements the priorities set out in the Our Manchester Strategy. The focus of the Building Stronger Communities Together strategy is on people through building relationships, participation and a sense of belonging.

1. Beyond Us and Them; Societal Cohesion in the context of Covid-19, Belong, University of Kent, 2021.

2. Creating new relationships beyond own current social circle and building connections that link people across different ethnic, religious or occupational groups through shared interests or goals. To bridge 'between' communities, groups, or organisations.

3. Deepening the relationships formed or those you already have between people who share common characteristics or interests – Bonding exists between 'people like us' who are 'in it together' and who typically have strong close relationships.

What do we mean by Social Cohesion?

Levels of social cohesion are different in different places. Put simply it is about how well people from different backgrounds meet, mix and get along together. It also relates to levels of trust both between different groups and communities and, between individual, groups and communities, and the institutions and services that serve them.

The work of social cohesion is about developing neighbourhoods, workplaces, institutions and social spaces where difference is welcomed and celebrated and where empathy and curiosity about people 'not like me' is encouraged and embedded. When this happens, we can move beyond narratives of 'us' and 'them' towards ideas of kindness, trust, good relations between different groups and communities, and a sense of belonging for all.⁴

4. Successive governments have introduced and implemented policy agendas to build social cohesion, which in the past has been referred to as 'community cohesion', 'cohesion', 'integration' etc. We are using the term 'social cohesion' because we think it best describes how essential strong social relations are, particularly across differences of race, geography and class for fostering stronger, kinder and more resilient local places.

Our communities, our story

Manchester has been attracting people to the city from abroad since its inception by the Romans in around 80AD, but it was the industrial revolution that kick-started large scale immigration, beginning with Irish migrants taking up work in the mills and followed by Jewish migrants fleeing persecution in Eastern Europe.

Moving ahead to the middle of the 20th century, migrants generally arrived in this country because of problems in their countries of birth such as indentured labour, rebuilding after the Second World War, and poverty, like the Irish migrants a century before. The main immigrants between 1951 and 1971 were the Irish, Caribbean (particularly Jamaicans), South-Africans, East African Asians from Kenya and people from India and Pakistan. Most of these migrants settled around the city centre, with the Irish and Asian migrants choosing north and east of the city centre in places like Cheetham and Ardwick, while the migrants from Black ethnic groups settled to the south, predominantly in Moss Side.

Across the country, conflict played a large part in international immigration from 1971 up to 2003, starting with an inflow of people from Bangladesh, followed by Ugandan-born Asians, Vietnamese, Iranians, Iraqis, Afghans, Rwandans, Zimbabweans, Somalians, Angolans, Bosnians, Kosovans and Albanians. People from Bangladesh and Somalia were particularly attracted to Manchester, with Bangladeshi people settling in Longsight and Somalians in Moss Side.

The beginning of 2004, however, marked a shift in reasons for immigration to Manchester; increasingly immigration was due to 'pull' factors such as employment and education rather than the 'push' factors relating to conflict, though there were some exceptions. Family ties and changes in legislation also started to have a greater effect on immigration to the UK, particularly resulting from countries joining the European Union (EU) in May 2004.

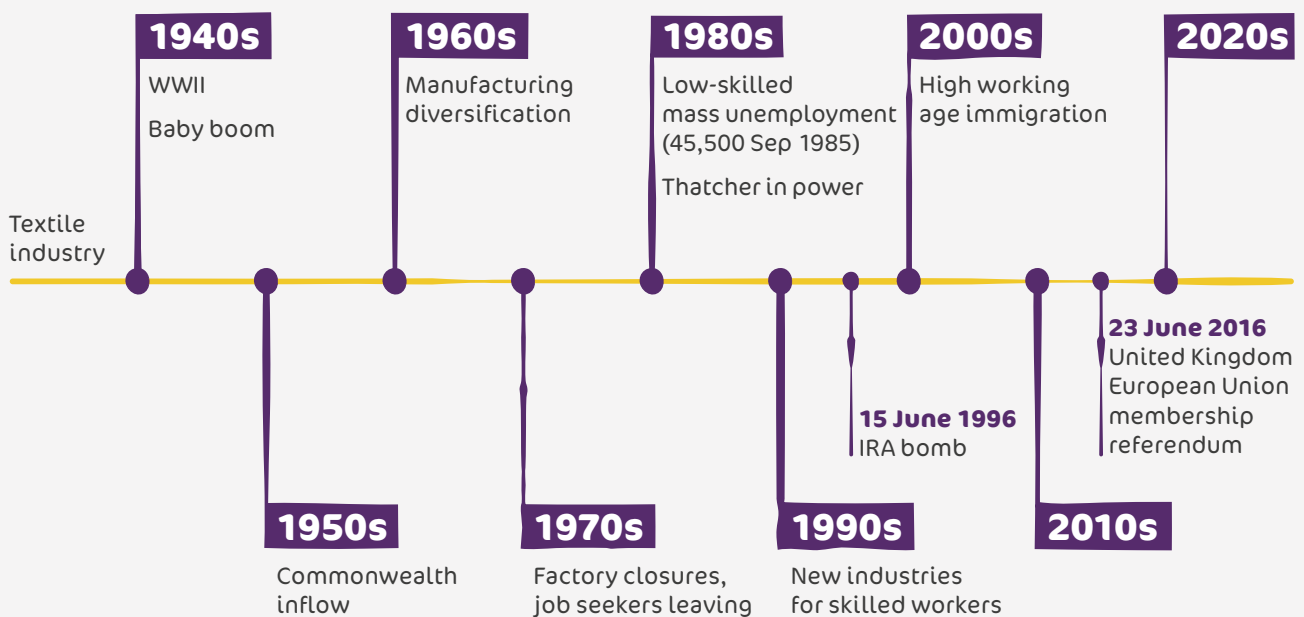
This new-found employment mobility led to migrants from eight of the new members, collectively known as the 'A8', arriving in the UK in their thousands from Europe (the 'A8' were: Czech Republic, Estonia, Hungary, Latvia, Lithuania, Poland, Slovakia, Slovenia – plus Malta and Cyprus).

The UK was different from existing EU members in terms of its restrictions on A8 migrants' access to their labour markets and state support systems: the UK opened its borders, enhancing its attractiveness to new members. According to Office for National Statistics (ONS), in 2015, 80% of residents born in recent EU Accession countries arrived in the UK after 2001, with the largest increase from Polish-born residents.

In the years following 2004, some restrictions were placed on some new EU members (which were lifted in 2014).

Post-2010, there was a return to Manchester attracting higher numbers of migrants in Manchester from countries in economic crisis (eg Spain during 2007-2009).

Further new population trends, such as an increase (beginning 2010-2011) in the number of Chinese immigrants, were influenced by the 'pull' of Manchester's higher education institutions. Family ties and changes in legislation once again influenced change: when the 2012 changes to immigration rules were first discussed in 2010 and 2011, spikes in non-EEA immigration were seen.



For much of the last decade (2012 onwards), 'pull' factors continued to dominate, though national policy changes (eg the UK European Union membership referendum, 'Brexit') precipitated changes in the nationality of migrants coming to Manchester. In recent years, however, 'push' factors begin to emerge with the creation of dedicated resettlement schemes focusing on those fleeing conflict in Syria, Afghanistan and Ukraine, and a bespoke immigration route for people from Hong Kong.

In 2014 and 2015, Manchester continued to see high numbers of migrants coming from EU countries such as Spain, Italy, (both experiencing recession at the time), Poland and Romania. The announcement of the Brexit referendum may also have affected this movement. There was a smaller immediate impact from Brexit in the year prior to the referendum (2015), with increases in EU and non-EU international student numbers potentially attracted by a considerable fall in the sterling exchange rate between November 2015 and October 2016.

In Manchester, the post-Brexit period (2016 – 2019) aligned with wider national migration trends; though freedom of movement for EU citizens continued, post-Brexit uncertainty, the falling value of the pound against the euro, and improving economic prospects across mainland Europe, meant that the numbers of migrants coming from the EU declined sharply. This was, however, offset by considerable numbers of migrants coming from non-EU countries and particularly driven by those coming from Asia. Changes in immigration policy in 2018 to attract professionals from particular employment sectors (such as doctors and nurses) contributed to this movement.

As with all areas of life, the Covid-19 pandemic affected 'usual' patterns of migration as travel was restricted: changes in people's behaviour (such as students leaving the city to be with their families) and the disruption to standard monitoring surveys means that statistics produced during the Covid-19 period are subject to great uncertainty. The publication of Census 2021 data is starting to give us a greater understanding of how the city's population has changed though we know that Manchester was particularly affected by the fact that the Census was conducted during the pandemic and some of the impacts of this are detailed below.

Concurrently, students (undergraduates and postgraduates) continue to be an important contributor to the city's population; growth across economic sectors, our universities and higher education sector, the attractiveness of the city itself, and established communities influence not only students coming to the city but them choosing to remain as young professionals. Despite concerns that Brexit would reduce the number of EU undergraduate students, the opposite has happened in Manchester, with numbers rising year on year in the city's universities. The 2018/19 academic year saw an increase in EU undergraduates attending with similar increases in undergraduate numbers from the rest of the world. While there has been negligible growth in postgraduate students from the EU, growth in non-EU postgraduate students was significantly higher.

Established communities and family and friendship ties, and proximity to the city itself continue to influence where migrants and students choose to settle: there is clear preference for the inner city and its immediate suburbs and the upper and eastern Central wards (Deansgate, Piccadilly, Hulme, Ardwick, Moss Side, Cheetham, Levenshulme and Longsight).

The Covid-19 pandemic impacted migration behaviour 'as a whole' as those wishing to emigrate had to remain and immigration was prevented. These restrictions, ongoing changes in migration policy following Brexit, and disruption to the usual methods of migration surveillance mean that statistics covering this period are subject to greater uncertainty.

The 2021 Census is starting to provide a picture, though this too was affected by the pandemic; comparisons with internal forecasting models suggest a significant undercount of about 32,000 individuals, with those of working age and males most likely to be missing.

Initial findings reflect our migration history. Just under a third of residents were born outside the UK (GM's figure, and England's, is 17%). Our attraction to migrants is reflected too: 2% of residents lived outside the UK one year before the Census -- more than double GM and England.

Manchester's reputation and work over the last two decades to promote the city as welcoming and tolerant is evident through the people who choose to live here and call Manchester their home. Manchester is the most ethnically diverse district in Greater Manchester. In fact, Manchester is the only local authority outside of London with residents within each of the 90 detailed ethnic groups listed in the Census. This is a key strength of what the city has to offer and is celebrated.

Residents' view

The Greater Manchester Combined Authority conducts a survey every quarter across Greater Manchester, which includes measures of residents' views of their local area and how safe residents feel in their day-to-day life in their area. The table below sets out the results for Manchester against the Greater Manchester average for the period from July 2021 to June 2022.

The latest cumulative results show that Manchester was the same or better than the GM average for five-out-of-six measures.

Measure	Manchester	GM Average	GLA Average
1. Feeling safe or very safe in your local area	88%	88%	-
2. Feeling safe or very safe when out and about anywhere in your district, away from your local area?	81%	81%	-
3. My area is a place where people from different backgrounds get on well together (Relationships)	77%	73%	94%
4. My local area is a place where people look out for each other	68%	72%	-
5. I feel a strong sense of belonging to my local area (Belonging)	71%	71%	59%
6. I have a say in what happens in my local area (Participation)	40%	35%	30%
7. I am proud of my local area	71%	71%	-

Our vision

Building stronger communities is about everyone. The responsibility is not on particular communities to take action or do more but on everyone to get more involved in their community and make new connections or build on existing ones.

Our vision for the city is to support residents to build a stronger and more cohesive Manchester. The core of the Building Stronger Communities Together strategy is therefore, about:



Relationships

'It's about all of us' – getting to know one another and bridging differences between communities. More people doing things to help them and others to belong to their community; those who are newly arrived as well as those who have always lived here, engaging, being trusted and trusting others around them, including those from different social and ethnic backgrounds.



Participation

'We get involved to make a difference' - helping all communities to feel empowered to act to improve their neighbourhood and address shared challenges together building on the strengths and advantages of Manchester's rich diversity, cultures and histories.



Belonging

'Making an effort' to make ourselves and the people around us a part of our local neighbourhood and the city; valuing diversity and difference, and celebrating what we have in common. Being proud of the places we live. Knowing that all together we belong to Manchester. Whether a new arrival to the city or someone whose family goes back generations we celebrate what we have in common, the ties that bind us together, and the shared values of welcoming and inclusivity.

Joining it together

Our Manchester

[The Our Manchester Strategy – Forward to 2025](#) outlines the priorities that everyone in the city – our public, private, voluntary and community organisations, and our residents and communities – will work on together. The Our Manchester Strategy provides the overarching strategic framework that all other citywide strategies and action-plans work towards to put Manchester in the top-flight of world class cities by 2025 where all residents and communities can thrive.

The Our Manchester Strategy has five key thematic priorities for Manchester including building liveable neighbourhoods that are diverse, inclusive and equitable. The Building Stronger Communities Together Strategy will strengthen the work already taking place to ensure that Manchester has thriving and sustainable communities based upon mutual understanding, respect and tolerance.

As part of the development of The Building Stronger Communities Together Strategy, an Our Manchester themed cohesion workshop was chaired by the Belong Network to help Manchester's leaders to embed community cohesion priorities issues into their existing delivery plans. As such, The Building Stronger Communities Together Strategy will bring together all existing strategies and action-plans with a focus on building understanding and relationships between the city's diverse communities.

Making Manchester Fairer (MMF)

As a city, we're committed to making Manchester fairer through tackling health, poverty and other inequalities. The Building Stronger Communities Together Strategy will build on the priorities set out in the Making Manchester Fairer Action Plan, aligning with its work on Tackling Systematic and Structural Discrimination and racism and Communities and Power, so that we prioritise what really matters to our communities and residents.

This part of MMF aims to understand and address challenges that prevent those less-heard to fully participate in their communities and to bring 'equity' – equality of outcome – through targeting and scaling up resources in proportion to the different needs of communities. The Making Manchester Fairer Plan and the Building Stronger Communities Together Strategy will work alongside each other to drive forward these ambitions.

We want to make sure that Manchester residents feel confident in building relationships in their local area and across the city, feel heard and can influence what we do as a Council, as well as feeling that they belong in Manchester.

Equalities

Equality, Diversity and Inclusion are a crucial priority for Manchester City Council. As a city, we are committed to ensuring we understand equalities and work in line with the Public Sector Equality Duty. As a Council we must demonstrate the work we do for EDI and this has been captured and outlined in the Public Sector Equality report. Furthermore, EDI has several workstreams to tackle health inequalities, structural and systematic racism and workforce equality. In addition, MANCHESTER CITY COUNCIL has the following EDI objectives: knowing Manchester better, improving life chances and celebrating diversity. These objectives are met through several workstreams including; scrutiny reports, specialist advice to public services, co-ordinating events that help celebrate residents' protected characteristics and equality impact assessments. While there is further work to be done to tackle the inequalities mentioned above, the key objectives are being met and will continue to be met. Manchester wants to remain one of the most diverse cities in the UK and through the above work we can achieve this.

[Public Sector Equality Duty report | Manchester City Council](#)

Child Friendly City

Manchester has an ambition to be a place where the Council and its partners have committed to advance children's rights and have worked with UNICEF UK to put them into practice. Manchester will be a place that has demonstrated how more children feel safe, heard and cared for, and are able to flourish as a result. This will be a whole-city approach, where we can empower communities to contribute towards making their neighbourhood, and Manchester, a better place for all.

To become a Child Friendly city, we want young people to feel a sense of belonging regardless of their background, culture, or ability and to have the same opportunities to grow, learn, explore and have fun, protected from discrimination. We also want young people's voices to drive everything we do – young people's futures are our priority and the Building Stronger Communities Together strategy focusing on relationships, participation and belonging builds on the work that we need to do in Manchester to achieve our ambition to become a Child Friendly city. This has been developed in line with the principles of the UN Convention on the Rights of the Child (UNCRC) and [UNICEF UK's Child Friendly Cities and Communities programme](#), which will work with Manchester to put children's rights into practice.

“If you give young people the tools for us to succeed now, then rest assured, the city will be in safe hands with the next generation. Let's make Manchester the best city we can for everyone living in it.”

Virginia Collins

Manchester member of youth parliament

Youth and Play

Manchester has a fantastic range of youth, sports, leisure, arts, cultural and learning opportunities. These are, and always will be, part of the city's fabric and cultural identity, and are hugely important in increasing the quality of life for so many and in building social cohesion and strengthening relationships. Through these opportunities we must ensure that all young people can access our high-quality facilities, including our sport venues, art galleries, theatres, music venues and libraries.

Manchester Youth Council are part of the democratic voice of young people, and are the elected representatives of young people aged 11–17 in Manchester. The young people represent our amazing city and are passionate about their heritage and want young people to celebrate their culture and diversity. We believe our strengths lie within our communities and networks, and that by working together we can make Manchester the very best city for young people to have a future in.

We work with young people to find out the issues important to them and help them develop the skills for life to empower them to make a change. The young people use their voice to influence and make positive changes for their future, creating opportunities for them to make a difference and shape Manchester. We want to ensure that our future is a positive one, creating opportunities for young people to have their say and be heard, shaping our city into a place where they want to grow, work and enjoy life.

Manchester places great importance and emphasis on developing and growing an enriched youth offer outside of formal education: one that offers place, space and time for young people to have access to a variety of services and activities. The offer is underpinned by good-quality working practices and youth and play facilities for young people in both universal and targeted settings. These contribute powerfully to the development of young people's personal, social and economic development.

Young people will contribute to, and benefit from, supportive and dynamic neighbourhoods with access to a wide range of youth, leisure, cultural and recreational opportunities. Their voice and citizenship will continue to be placed at the heart of the city's current and future identity, recognising that our young people are the future of Manchester, economically, socially and culturally. They will come to define our city, and its relationship with the global communities.

Intergenerational practice contributes to giving people of all ages improved intergenerational relationships, it helps to increase trust and respect between generations and contributes to improving community cohesion and reducing isolation and loneliness. Across Manchester there are specific examples of projects and approaches that have increased meaningful interactions between people from different ages and backgrounds. These have brought about shared benefits of a vibrant, more cohesive community, and supporting young people's educational and skill development. These include mentoring programmes, intergenerational leisure activities, and focussed project work. Young and older people have increased their understanding of the other generation, improving social capital.

Rights to Respecting Schools Award

The Rights Respecting Schools Award (RRSA) puts the UN Convention on the Rights of the Child at the heart of a school's ethos and curriculum, not just by teaching about children's rights, but also by modelling and promoting rights respecting relationships and behaviours both within the school and outside in the wider community. Manchester City Council recognises the positive and lasting impact of involvement in the RRSA. We have covered the costs of training for all Manchester schools wishing to participate in the award for several years and for 2022/23 and 2023/24 we are funding the full costs of accreditation from Bronze up to Gold.

The Rights Respecting Schools Award aligns closely with the Building Stronger Communities Strategy, promoting six key principles of equality, dignity, mutual respect, non-discrimination, education and participation, and placing them at the centre of school practice. Children within these schools learn about rights - that these are universal and should be protected and upheld regardless of age, gender, sexual orientation, beliefs or cultural background – empowering them to look out for one another and to speak out when their rights or the rights of others are being breached. It also supports work around social cohesion and building better relationships, as these positive practices and understandings spread into the wider community through school communications, engagement activities, and through the words and actions of the young people themselves.

In addition to work with schools, Manchester City Council has also supported a number of supplementary schools (which work with children at evenings and weekends) to participate. There are over 150 supplementary schools in the city which are run by volunteers from the diverse range of BAME communities and focus on heritage language and culture, religious teaching and raising attainment.

Age Friendly Manchester Ageing Strategy

We want Manchester to be a place in which people in mid and later life are economically, physically, and socially active and where they are happier, safe, informed, influential, independent, and respected. The world has changed dramatically since the last Age Friendly Strategy was written, with the Covid-19 pandemic followed by a cost-of-living crisis. We need to better understand and respond to the needs, hopes and aspirations of our over 50s and older people right now and in the coming years.

Working with the Age Friendly Manchester (AFM) Older People's Board and AFM Assembly we know that older people in Manchester are still very focused on recovering from the pandemic, and the struggles faced by some to get out and about. Therefore, the refreshed strategy will provide some practical focus to further our collective ambition for more of parts of Manchester to be age friendly over the years to come.

The strategy has four priorities:

1. **Being Heard and Age Equality** – making sure the voice of people aged over 50 is heard and understood.
2. **Creating Age Friendly Neighbourhoods where we can all Age in Place** – by building on what is already good and creating a more equal spread of opportunities in each neighbourhood.
3. **Age Friendly Services that support us to Age Well** – by developing a stronger equalities approach in commissioning, service redesign and delivery. Adopting a prevention approach that supports a greater focus on reconditioning.
4. **Age Friendly Work, Skills and Money** – seeing more age friendly employers, and increasing the numbers of people claiming the benefits they are entitled to (e.g.) pension credit, and a skills offer).

The Age Friendly Manchester Ageing Strategy will closely align with the priorities set out in the Building Stronger Together Strategy. Together, both strategies will help to tackle social isolation and develop ways for us all to thrive and continue to participate as we grow older.

Digital Inclusion

Almost every aspect of everyday life is impacted by digital today – work, school, health, community, and more. Digital is fundamental to residents' lives, so supporting digital inclusion is necessary for everyone to benefit. We want everyone in Manchester to thrive in a digital world as confident online users who can use the internet to do the things that might make their lives better.

The pandemic shone a spotlight on the issues of loneliness and social isolation in our society. One of the few positive impacts was the rise of people using digital to communicate; and the benefits of these online communities mean that people from diverse backgrounds, who otherwise might not have socialised together, can find a common space. However, not everyone has access.

As more and more of our life takes place online, from chatting with friends and neighbours on social media, consuming culture, checking local events, to reading local and national news, for those offline the social isolation is exacerbated. We recognise that digital exclusion is social exclusion.

However, the increase in digital communication can increase the risk of polarisation, as hate speech and fake news lead to online conflicts that spill over into the real world. Therefore, it is vital that digital inclusion work also promotes online safety and media literacy.

The Building Stronger Communities Together Strategy action plan will be mindful of how digital exclusion can affect members of our communities, and seek to ameliorate it, as well as considering the needs of those who prefer to participate online only. By advocating for digital inclusion, we will support people to become confident and safe online users, therefore opening up opportunities to build relationships and participate in activities in our communities.

Tackling Hateful Extremism

Manchester is a diverse, multi racial and multi faith city. It is open and welcoming. However, we know, as in other cities across the country, some people feel less of a sense of belonging and are leading isolated lives, separated from the mainstream. This lack of integration can limit educational achievement, and access to employment, particularly for women and young people. Where opportunities are limited, division between people of different backgrounds can grow and be exploited by groups or individuals, who seek to stoke divisions and fuel hatred. Such isolated communities will be less resilient to the threat posed by hateful extremism.

Hateful extremism is focused on behaviours that can incite and amplify hate, or persistent hatred. It can equivocate about, and make the moral case for, violence; and it can draw on hateful, hostile or supremacist beliefs directed at an outgroup who are perceived as a threat to the wellbeing, survival or success of an ingroup. Such behaviours can cause, or are likely to cause, harm to individuals, communities or wider society.

The city's work on tackling hateful extremism, preventing radicalisation, supporting those most vulnerable and building community resilience is key to identifying and co-designing activities and solutions with communities. The city's RADEQUAL campaign is a key example of a campaign specifically designed by communities for communities aimed at tackling hateful extremism. This campaign has been successful in building partnerships with community organisations, raising community awareness around the risks associated with hateful extremism and co-designing solutions that are led by communities to build resilience and safeguard the most vulnerable. All of this work will contribute towards building the right conditions and environment for communities to come together to build positive relationships and stronger, more united and resilient communities by preventing people from engaging in hateful extremism.

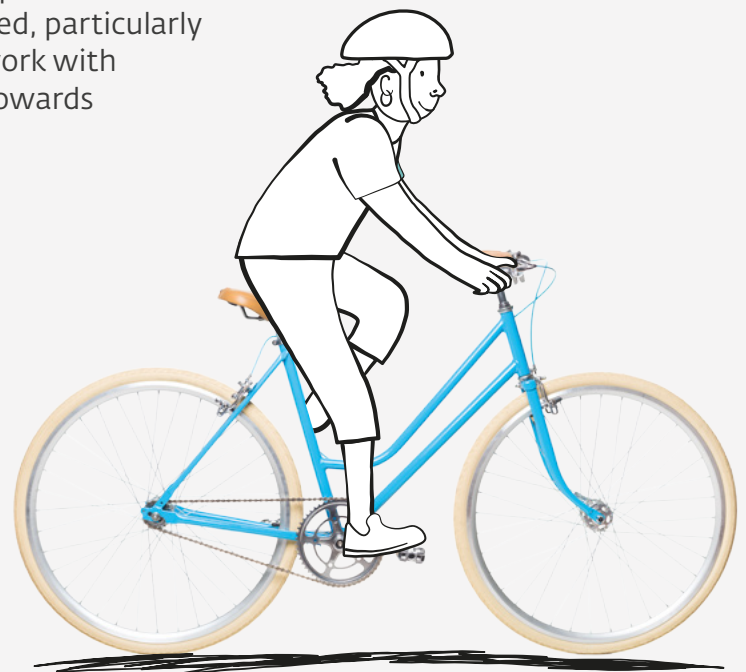
Hate Crime

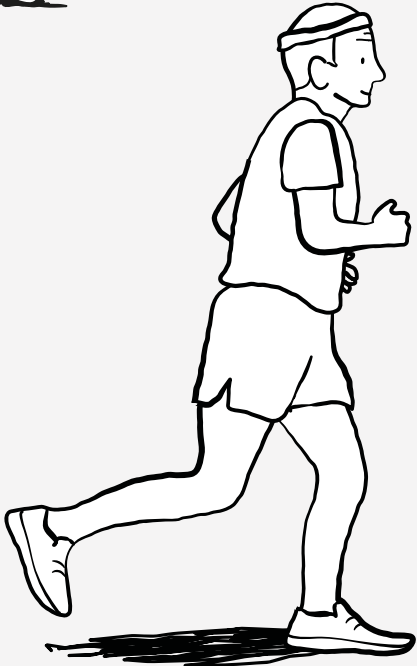
The Greater Manchester Hate Crime plan 2020–23, recognises the importance of early intervention and its key priorities are focused on:

- Keeping people safe
- Reducing harm and offending
- Strengthening communities and places.

To do this, Manchester holds two hate crime awareness weeks per year – Greater Manchester in February and the national awareness day October. We have 40 plus Third-Party Reporting Centres (TPRCs), which are safe spaces for people to report a hate incident/crime. Other Voluntary, Community, Faith and Community Sector (VCFCS) groups hold awareness events for communities of different backgrounds to come together, understand their rights, learn how to report hate crimes/incidents and to find support. They also promote the message of peace and unity.

The TPRCs attend training and promoting the offer in their buildings and online. Manchester works closely with key partners to campaign, strategize and mobilise the plan, ensuring that when hate happens, victims have a clear pathway of justice and support. However, tackling hate 'upstream' is key to preventing hate incidents and crimes from taking place. Therefore, it is paramount for Manchester to work closely with our communities to monitor tensions and intervene at an early stage by completing direct work with the affected communities, with a multiagency approach exploring ways to challenging hate. Taking positive action with the offender is one way of preventing further offending behaviour, offering a community remedy where the victim has some say in the punitive action and restorative justice. Often, early intervention produces the most positive outcome. Hate crime is underreported, particularly among groups and we need to continue to work with communities to understand why and work towards rectifying this.





Establishing our priorities

Throughout March to June 2022, we consulted with Manchester's communities on matters relating to integration and cohesion, to understand the things that help us to connect and get along with one another. We know that Manchester is a diverse city, so to capture views we ran a 12-week online consultation. This was promoted through our social media channels, teams working in the neighbourhoods and our partners across the public, voluntary and community sectors so that we could reach as many people as possible.

Alongside the online survey, we also wanted to have conversations and hear from communities about their experiences: what they would like to see more of and some of the issues they felt prevented them, or acted as a barrier to building relationships where they live. We did this through a series of 23 focus groups with communities from across Manchester.

In total, 441 people responded to our online consultation, representing all 32 wards within the city.

The demographic of respondents compared with the Manchester Population is shown in the table below:

Ethnicity	% of Respondents	Manchester Population
Asian/Asian British	9.30%	20.86%
Black/ African/ Caribbean/ Black British	9.98%	11.94%
Middle Eastern and Central/ Western Asian British	1.59%	No data available
Mixed/ Multiple Ethnic Groups	3.63%	5.26%
Other	2.04%	5.12%
White/ White British	67.80%	56.82%
Not disclosed	5.67%	NA

Gender	% of Respondents	Manchester Population
Female	57.4%	50.3%
Male	36.5%	49.7%

Gender Identity	% of Respondents	Manchester Population
Same as registered at birth	NA	91.7%
Different from registered at birth but not specified	NA	0.5%
Non-Binary	0.45%	0.2%
Prefer not to say	5.44%	7.3%
Transgender	0.22%	0.4%

Age	% of Respondents	Manchester Population
Under 18	14.1%	23%
18–25	3.2%	17%
26–39	15.6%	24%
40–49	21.1%	12%
50–64	29.3%	14%
65+	12.2%	9%
Prefer not to say	4.5%	

As well as the online consultation, 23 focus groups were held with communities and local partners, as we wanted to hear the stories behind the issues and views shared through the online survey.

We also wanted to learn from best practice across the country, so we consulted Bradford City Council and the Greater London Authority to understand their approach to building community cohesion. We also sought advice and support from the national Belong Network.

The online survey asked Manchester residents about the following things:

- How well they thought people from different backgrounds got on together in their local area
- What things were important in making it easier for communities to get along
- Where people come together in their community
- What activities bring people together
- If there were any challenges that prevented people from getting on with one another
- How relationships could be strengthened in their community
- What things build a sense of pride and belonging in communities.

The key findings – what you told us

Online Survey

The findings of the online survey identified the following:

When asked how well people from different backgrounds got on together in their local area, you told us:



45%

of respondents felt people from different backgrounds in their area got on well or extremely well together.

37%

of respondents felt people from different backgrounds in their area neither got on well nor got on poorly.

Respondents aged **over 50 and under 18 years old**

were more likely to say people from different backgrounds in their area got on well together, compared with people aged 19-49.

Respondents from **Asian or Asian British backgrounds**

were most likely to say people from different backgrounds in their area did not get on well.

When asked to rate how important different factors are in making it easier for communities to get along, you told us:

When asked what things are important to you and your family? you told us:

People living in a community where they **feel safe, and that is doing well** scored highest.

Closely followed by people **being able to trust their local services**

such as the Council, police, health providers, schools etc to be fair and open.

Respect:

between all, whatever age, faith, sexual orientation, gender or ethnicity scored highest.

Followed by **tackling hate and intolerance:**

cutting out the things that make us fear or get angry with one another.



When asked if there are other things that help people get on well together, you told us:

37.8%

said diversity helps people get on well, eg mixing between faiths, ethnicities and ages.

31.6%

of respondents felt education, communication, sharing community information and cultural understanding are important.

25.5%

of respondents felt community pride and mutual respect are important.

20.4%

of respondents felt Council responsibility was important for: holding landlords to standards, having more youth workers, supporting educational groups, treating everyone equally, influencing media, tackling antisocial behaviour, dealing with issues in areas with high student populations, listening more and investing more into communities.



“[Education] from a young age about respect and it being modelled positively in society.”

“The make up of our public services should reflect our communities [as] this encourages community involvement, trust and hopefully aspiration.”

“Having a range of community development activities and workers to support people to get involved and feel they belong.”

“Opportunities for people to socialise together, in a safe place and learn about each other’s cultures while enriching their own lives.”

When asked what happens in these spaces? you told us:

Litter picking, fitness classes, voluntary groups, parent and toddler groups, gardening groups, sporting activities and children’s activities.

When asked where communities come together in your local area, you told us:

Parks and open spaces, schools, places of worship and online.



When asked if there are any challenges that impact getting on with others, you told us:

Antisocial behaviour, the cost of living, language barriers, fly tipping, misuse of public spaces and feeling unsafe.

“Not knowing what opportunities to socialise are.”

“Opportunities for people to socialise together, in a safe place and learn about each other’s cultures while enriching their own lives.”

“There should be initiatives like street parties, volunteering, bringing people together”.



When asked how relationships could be improved in your community, you told us:

You want **more community events.**

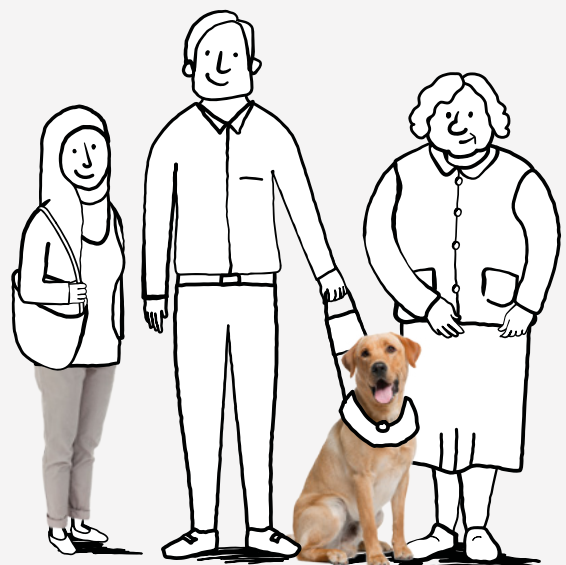
You could reach out to **get to know your neighbours more.**

You could **act in your neighbourhood,** such as by joining local clean ups and volunteering in your community.

When asked what things help to build a sense of pride and belonging to Manchester? You told us:

Friendships are the most important thing.

The city’s diverse communities, family, looking after the environment where you live and quality of life.



The Focus Groups

During May to July 2022, we delivered 23 focus groups, attracting 241 people from voluntary sector organisations, community groups, residents, and staff groups. To make sure we heard the voices of different communities within Manchester we engaged with people from all different backgrounds, ages and faiths, across different geographical areas.

The sessions took place either face to face or online, and lasted around 90 minutes, with a facilitator recording feedback. Participants were encouraged to speak freely and be open and honest in the discussions.

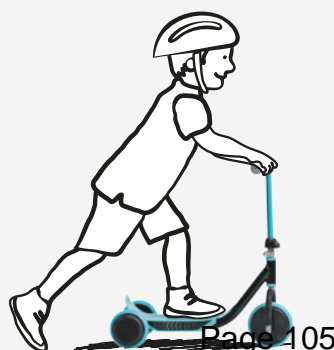
The focus groups asked participants to think about the following three questions:

What does a good neighbourhood, where people get on well together, look and feel like? You told us the key ingredients are:

- Communities coming together at events, activities and through volunteering
- Safe neighbourhoods, where people feel confident in letting their children play out
- Clean neighbourhoods, where people take a sense of pride in where they live, and fly tipping and litter are dealt with quickly
- Local parks and green spaces that are open to all
- Friendly people and neighbours who look out for one another
- Respecting one another's beliefs.

What things affect how good or nice a neighbourhood is, and how well people get on together? You told us:

- Feeling unsafe, crime, and drug use in communities
- Too few youth activities or groups in your area
- When people don't respect the environment, by fly-tipping and littering
- Poor housing standards, particularly in the private rented sector
- Racism and Islamophobia
- Lack of trust in public services.



What can you and others in your community do to help strengthen how well you get on with one another, and how you might come together to contribute towards improving your community? You told us:

- You want to get to know and help your neighbours more.
- You want to volunteer your time and understand where you can find out about volunteering opportunities.
- You want to get involved in community events and celebrations.
- You want to hold more inter-faith events, celebrating different cultures together.

We also found that some communities in Manchester had specific aspirations or challenges within their community.

Young people and youth groups told us that clean, green spaces and parks where young people can come together and feel safe, free from antisocial behaviour and intimidation, are particularly important. Young people felt there are not enough youth activities, groups or spaces in their areas, and they didn't know how to find out about things they could get involved in in their area.

“Our youth clubs are so good because they give us safe spaces when we can't be outside.”

“We see detached youth workers on the streets who help us feel safe, it's nice for us to speak with adults who we know and to catch up with them.”

Mosques and BAME groups told us that stigma, racism, Islamophobia and hate crime is experienced within Muslim communities in Manchester. Participants felt more connections should be built between different faith groups and the community. Similarly, concerns with police stop and search and institutional racism were also highlighted.

South Asian women told us that there should be more activities for men from South Asian backgrounds to get involved in and support conversations around wellbeing and mental health. Participants felt there should be more education in schools around different faiths and backgrounds, to encourage mutual respect and understanding. Participants wanted to know how they could influence local services and have their say on local issues.

“Every Muslim is not an extremist.”

“She's not just a Muslim woman, there is more to her identity.”

“People who don't know you make a judgement on what you are wearing.”

Older people told us that feeling safe and included, both socially and digitally, was important. Participants wanted more spaces where people can get together and build relationships, and local services that encourage people to meet up. Likewise, being understanding, accepting and welcoming of people from all backgrounds to encourage equality and inclusivity when designing events.

“Be able to trust and be heard.”

LGBTQ+ communities told us that welcoming, inclusive spaces for everyone in the community to come together were important. They also told us that understanding and celebrating different cultures to highlight the things we have in common and welcoming people from all backgrounds was also important.

“Tolerance and understanding, and respecting each other’s differences, as well as each other’s similarities.”

Listening to the Experts

Back in 2020, we launched the [Listening to the Experts](#) report, which aimed to get beyond the headlines to hear what young people in Manchester want and need to stay safe from violent crime and their views on current policy responses.

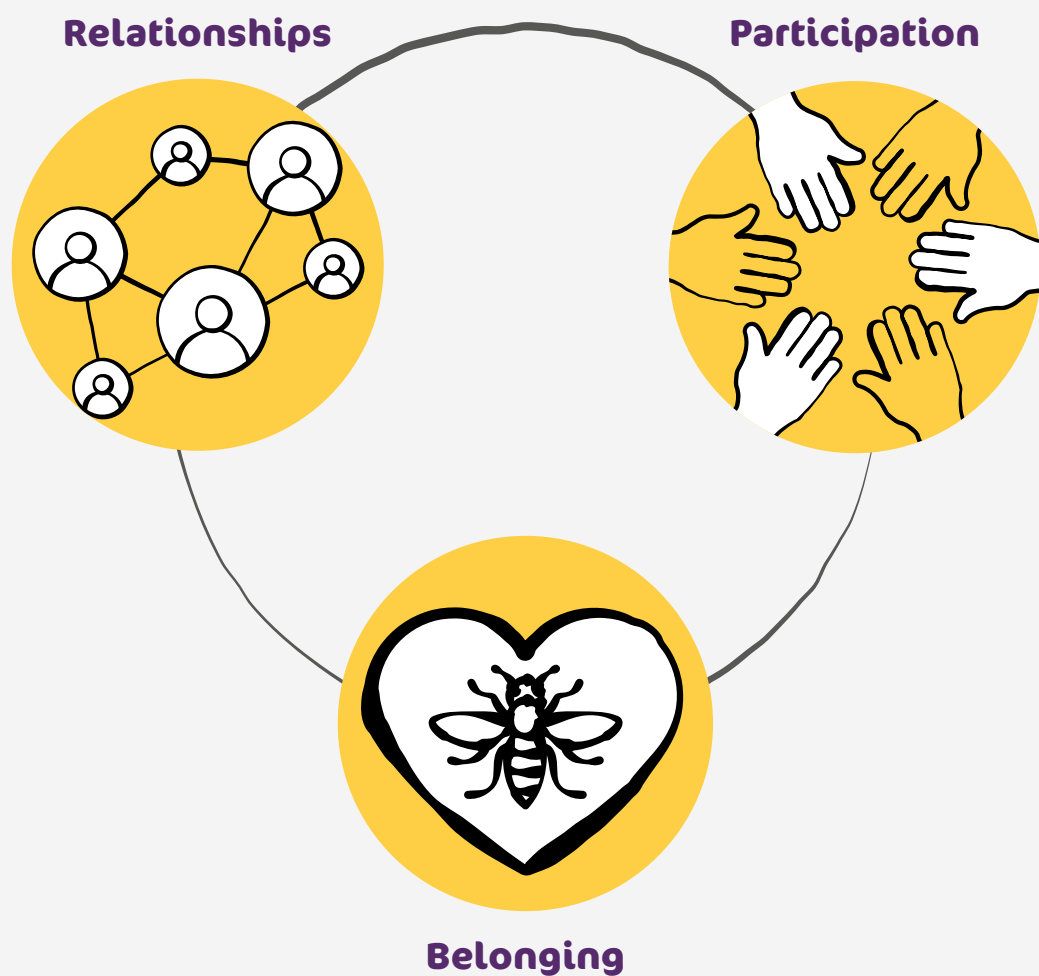
Working with excellent youth sector partners across the city, we promised the young people involved we’d be true to what they told us. We’re glad they didn’t pull their punches about what isn’t working, as well as what they want more of. The two central themes of the report were:

- Young people feel that too much attention goes on surface-level issues that don’t tackle deeper issues, such as racism, a lack of respect for young people and a lack of good-quality jobs.
- Young people in Manchester do not feel listened to by many professionals working in this space.

A follow-up report by RECLAIM and Collective Discovery, [Bridging the Empathy Gap](#) explores how to bridge the gap between professionals and young people and the obstacles to strengthening listening practice and empathy.

Our priorities for the next three years

From listening to the views of residents, we recognise that the priorities for the next 12 months need to focus on people and how we co-design with our partners and communities activities and opportunities that build capacity and deliver stronger communities.



Relationships



A little trust goes a long way. That's why relationships and trust go hand in hand with one another. Relationships are not just about mixing with people who are like us and those we would normally mix with. They are also and importantly about speaking with our neighbours and people who are from different backgrounds.

Following through on commitments – doing what you say you are going to do, being clear, having frequent communications with communities and identifying opportunities to come together and problem-solve – leads to greater trust between communities and organisations and/or systems, so that no matter what might go wrong, there is a trust that organisations will act in the best interest of communities.

- Choosing to get to know others and being confident and empowered to reach out to get to know our neighbours more
- Talking and listening – reflecting and learning
- Showing respect for one another
- Tackling hate and intolerance by coming together, educating one another and promoting acceptance – addressing bias, hate and intolerance
- Building trust in local services such as the Council, police, health providers, housing, schools and others to be fair and open
- Using social media.

Participation



Participation is about bringing people together to get involved in meaningful activities, for a shared purpose and to engage in decisions about things that affect their lives. Greater participation and engagement with others builds trust between and within communities and between communities and institutions. The more trust people feel in others and in the institutions that serve them the more likely they are to get involved. Participation can lead to greater trust – which can lead to greater participation. It is about enabling and supporting communities and services to come together; valuing the importance of working together to make a difference and taking ownership of the things that matter most to us where we live.

- Bringing people together through community events and activities
- Identifying and creating opportunities for people to get involved to improve and influence things happening in their neighbourhood and the city
- Bringing different groups and communities together to improve their local area
- Taking ownership and showing up to get things done
- Communicating about what is going on and promoting opportunities for people to get involved.



Belonging

Relationships, trust and participation help to bond and bridge within and between communities and build social capital. This in turn helps to create a sense of belonging for communities.

Being part of something bigger than just yourself provides a sense of belonging and purpose along with a feeling of acceptance and support that can help avert loneliness and help to make you feel more connected to those around you.

Belonging is fundamental to our sense of happiness and wellbeing. A sense of belonging means that we have respect for the traditions, cultures and diverse communities of a particular place while at the same time being willing to invest and contribute a shared vision of what that place can become.

Belonging in Manchester is about being included, respected, and welcomed. It is a sense of feeling valued and accepted whatever your background.

- Choosing to make an effort to engage with others
- Being welcoming of others
- Creating inclusive and shared places for people to come together
- Developing a shared sense of purpose
- Sharing experiences
- Having a sense of pride in our neighbourhood – keeping it clean and tidy
- Celebrating the city's diverse communities and what we have in common.

Our behaviours

To bring the contents of this strategy alive, we all need to play our part, and the way we think and behave towards others is a good starting point.

The way we live and how we view and interact with others, especially those we do not know or those who do not look like us or think the same things we do, is a good starting point. So, to help us to do this, we have used your feedback and come up with some basic behaviours and principles:

1. Being welcoming to others
2. Being open to, and comfortable with, making new connections and relationships
3. Respecting our differences and valuing what we have in common
4. Being willing to listen to others' views, including those that are not the same as our own
5. Embracing all, irrespective of age, race, gender, religion or belief, disability, or sexual orientation
6. Speaking up against discrimination and intolerance and promoting inclusion for all
7. Fostering pride and belonging
8. Cultivating a reputation for showing up and getting things done
9. Taking ownership by participating, helping others and getting together to bring positive changes in Manchester.



What we are going to do

We recognise that this is a new strategy and that social cohesion, relationships within and between communities, trust, how we interact with one another and building a sense of belonging to where we live do not happen or change overnight. Understanding social cohesion can be complex and nuanced – not one neighbourhood or community is the same.

Therefore, over the next 12 months, we will identify and work in small pilot areas of the city to:

1. Build our understanding about the impact of change in neighbourhoods and on our communities
2. Test ways of working and co-designing activities with communities
3. Identify what is successful in bringing people together and getting them involved in local activities
4. Consider how we celebrate what everyone has in common in an inclusive way and respect difference

We will identify three small areas in north, central and south Manchester to achieve this. An action plan setting out a range of activities that will focus on 'bridging' and 'bonding' activities to build relationships and trust, increasing participation and a sense of belonging, will be agreed for these three localities. These action plans will be available on the Council's website.

Measuring the impact and changes achieved by these activities will be important and the next section provides further details.

Measuring our impact

Understanding and measuring levels of social cohesion is not easy and there is no national framework for doing this. Therefore, we will use the Greater Manchester Combined Authority’s (GMCA) “Policing and Community Safety Survey”, which includes the qualitative measures set out below, to measure overall social cohesion in Manchester. This is in addition to each pilot area also defining its own measures, activities and outcomes which reflect the three priorities of Relationships, Participation and Belonging in this “Building Stronger Communities Together” strategy.

Support for designing a set of more detailed indicators of social cohesion will be sought from the Belong Network, drawing on their work to develop a national framework of measurement indicators and recent research and evidence gathering they have been carrying out to support place-based approaches to measuring social cohesion.

GMCA survey measures

- How safe do you feel in your local area
- How safe do you currently feel when out and about anywhere in your district, away from your local area?
- My area is a place where people from different backgrounds get on well together (Relationships)
- My local area is a place where people look out for one another
- I feel a strong sense of belonging to my local area (Belonging)
- I have a say in what happens in my local area (Participation)
- I am proud of my local area.

Our governance and accountability

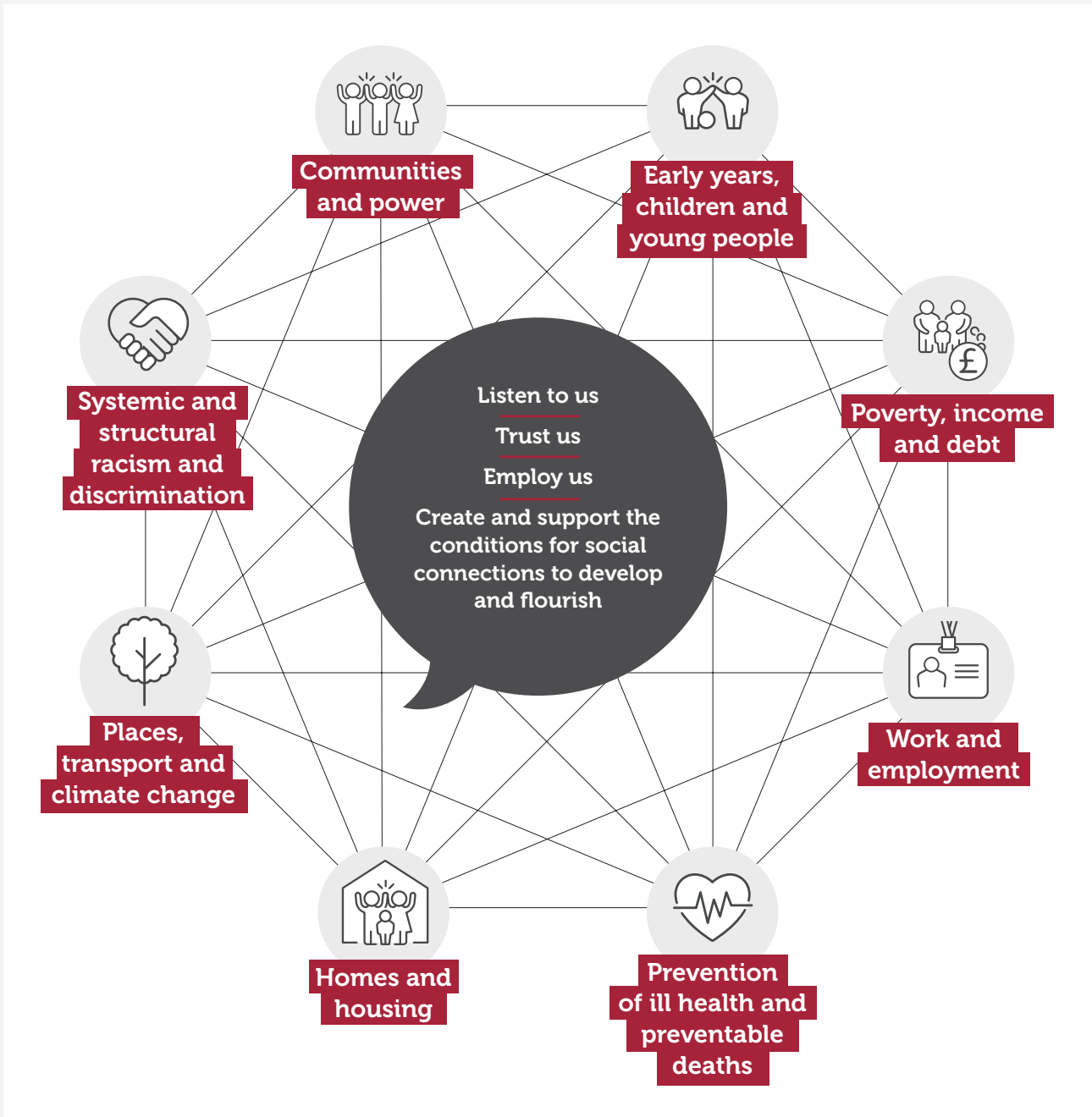
The Building Stronger Communities Together Strategy will sit under the overarching governance structures of Making Manchester Fairer.

The strategy will form part of the Communities and Power workstream of Making Manchester Fairer, reporting into the quarterly Communities and Power Steering Group.

The delivery of the strategy and its action plan will be led by those named in the action plan. This is a cross-cutting strategy that will work across Council services and neighbourhoods.

The Communities and Power Steering Group will hold the strategy to account, ensuring progress is made against the projects and activities outlined in the action plan.

The Making Manchester Fairer Framework



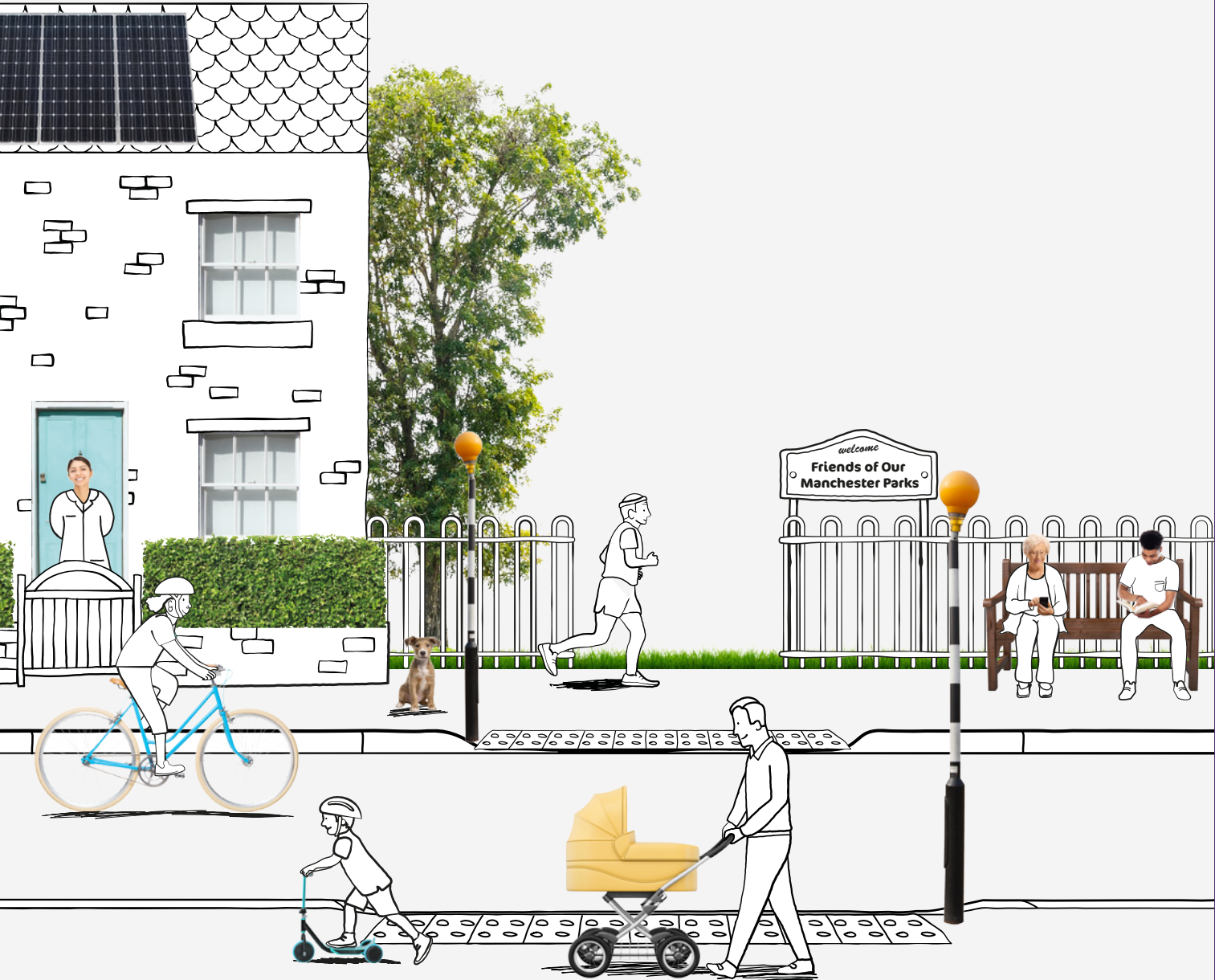
This strategy supports the Communities and Power theme.

Our Manchester – links to other strategies

There are several overarching strategies and plans that sit underneath the Our Manchester Strategy and social cohesion is foundational to achieving the broader set of outcomes and therefore the principles set out in this strategy and its three priority themes: Relationships, Participation and Belonging.

These include the following strategies, and work is taking place with the delivery leads for each strategy to make sure that the broader factors and prerequisites that determine the conditions for building stronger and cohesive communities are included in the appropriate plans for delivery:

- [Community Safety Strategy](#)
- [Manchester Housing Strategy Policies and strategies](#)
- [Making Manchester Fairer Action Plan Making Manchester Fairer](#)
- [Making Manchester Fairer Anti-Poverty Strategy](#)
- [Work and Skills Strategy](#)
- [Digital Strategy Manchester Digital Strategy 2021–2026](#)
- [Children and Young People’s Plan Children and young people’s plan](#)
- [Age Friendly Strategy Manchester: A Great Place to Grow Older 2017–2020](#)
- Trauma Informed Strategy – currently being refreshed.



Building Stronger Communities Together

Our strategy 2023-2026

When people come together in Manchester, good things happen

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Appendix 2 Item 7

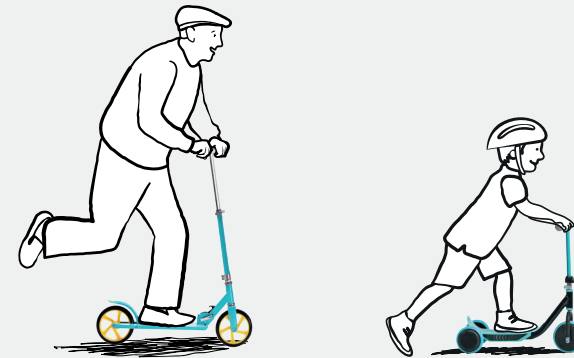
Manchester celebrates and understands the importance of relationships between individuals, families, friends, neighbours and our diverse communities. At a time when the world around us can feel divided and disconnected, Manchester wants more than ever to strengthen its communities and social relationships.

Manchester people – whether they're newly arrived, long-established or born-and-bred – have the biggest mix of 'identities' found in any UK city outside the capital. All 90 ethnic groups on the last census have a home here. We're proud of that, but every one of those diverse individuals shares another identity: being a Mancunian.

It's an identity based on what we have in common and how we contribute to Manchester. We think this identity helps us to respect ourselves, our neighbours and neighbourhoods, and our communities. We also think this brings all kinds of benefits we want in our city.

However, we can't take those good things for granted, as national and international challenges of the 2020s – from the COVID-19 upheaval to the impact of the cost-of-living crisis – have shown.

Levels of social cohesion vary in different places. Put simply, it is about how well people from different backgrounds meet, mix and get along together. It also relates to levels of trust between individuals, different groups and communities, as well as the institutions and services that serve them.



The work of social cohesion is about developing neighbourhoods, workplaces, institutions and social spaces where difference is welcomed and celebrated, and where empathy and curiosity about people 'not like me' are encouraged and embedded. When this happens, we can move beyond narratives of 'us' and 'them' towards ideas of kindness, trust, good relations between different groups and communities, and a sense of belonging for all.

Building Stronger Communities Together reflects the things that people told us were important to them and sets out how we plan to strengthen and share the great things that come out of Manchester's shared identity – things that boost communities, community relations and social relationships, and that come into play when things become difficult.

We think the best ways to build stronger communities in the city are through the ideas, actions and activities that are generated, designed and delivered locally. These are not just the responsibility of the Council and its partners in voluntary, faith and community organisations. They are also the responsibility of each of us – in school and college, at work, in business, in communities and in neighbourhoods – anywhere and everywhere.

Based on what matters

To create this plan and decide what to do next, we've used a wide set of consultations, surveys, conversations and research methods with a broad range of individuals and organisations.

Based on that, and led by what matters most to local people, we've started to develop a first set of pilot activities and actions, which will be delivered in neighbourhoods within the north, south and central parts of our city.

They will be based on and encourage:

- **Relationships** that help us to speak to our neighbours and people from different backgrounds
- **Taking part** in things and decisions that matter to us and our area
- Building a sense of **belonging and pride**.

The pilot activities will be designed to strengthen connections between and within communities in these three places. As part of this we will:

- Build an understanding of the impact of change in these neighbourhoods and communities
- Test different ways to work, and design activities with these communities
- Consider how to celebrate what everyone has in common in ways that respect difference and include everyone
- See, learn and share what works.

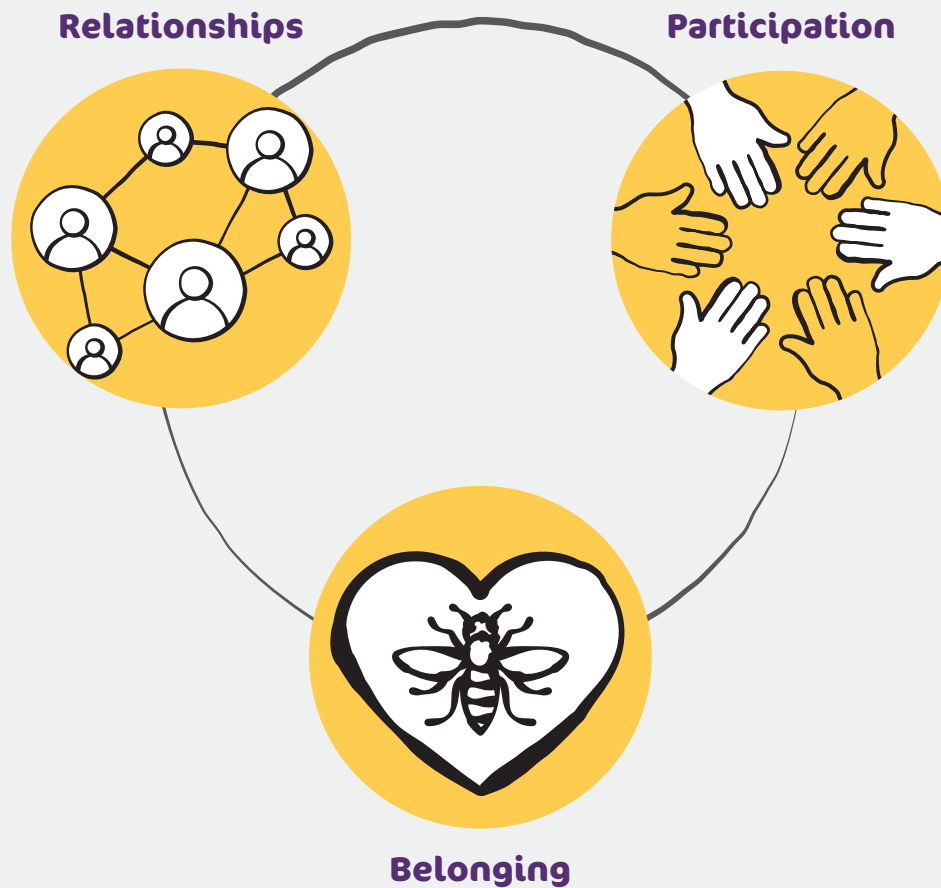
We will measure how much this builds relationships and trust, how it gets people involved, and how it boosts people's sense of belonging, so we can adapt and spread what works to other areas.

An action plan setting out a range of activities that will focus on 'bridging' and 'bonding' activities to build relationships and trust, increasing participation and a sense of belonging, will be agreed for these pilot localities. These action plans will be available on the Council's website.



Priorities of the pilot

Our consultation and research set priorities for action. The planned work with each community will determine local ways of putting these priorities into action – and what they mean locally:



Relationships

Personally: speaking with our neighbours and people who are from different backgrounds. Learning to trust and be trusted.



For organisations: developing trust by providing equity in public services. Gaining trust by doing what we promise, giving lots of clear communication, and creating ways to come together and problem-solve.

Because: a little trust goes a long way; so no matter what might go wrong, communities trust organisations to do the right thing.

How:

- Choose to get to know others; be confident to reach out to neighbours
- Talk, listen, think and learn with each other
- Show respect
- Tackle hate, intolerance and bias together
 - educate and accept one other
- Build trust in local services to be fair and open.



Participation

Personally: taking ownership of what matters to us where we live. Taking part.

For organisations: bringing people together for shared aims that affect their lives. Support to act.

Because: working together has value; participation builds trust, and the more we trust one another and our services, the more involved we get.

How:

- Through community events and activities
- Create ways to get involved, improve and influence
- Bring groups together
- Turn up and get things done
- Communicate what's going on; promote involvement
- Ensure that our services are equitable.



Belonging

Personally: Contributing to the shared idea of what your area can become. Respecting traditions, cultures and communities around you.

For organisations: bonding communities together and building bridges between them.

Because: being part of something bigger gives you purpose, fights loneliness and connects you to those around you. Belonging is fundamental to happiness and wellbeing.

How:

- Make the effort to connect with and welcome others
- Create safe, shared places
- Develop a shared sense of purpose
- Share experiences
- Be proud and keep up to date with what's happening in your neighbourhood
- Celebrate diverse communities and what we have in common.



Start with your own behaviour

Our research and conversations revealed the **top ten things** Manchester people say you can do to show this city at its solid and united best – especially with someone who doesn't look like you, or think like you:

1. Welcome people who are different to you
2. Be open and happy, and make new connections
3. Respect your differences
4. Value what you have in common
5. Listen to the views of others
6. Embrace every age group, race, gender, religion or belief, disability and sexual orientation
7. Speak up against discrimination and intolerance, and promote inclusion
8. Foster pride and belonging
9. Gain a reputation for turning up and getting things done
10. Get involved together to bring positive changes to Manchester.





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welcome
Friends of Our
Manchester Parks

ESOL classes
ESOL classes
ESOL classes

volunteer

**Manchester City Council
Report for Resolution**

Report to: Executive – 18 October 2023

Subject: Moston Lane Development Framework (Part A)

Report of: Strategic Director (Growth and Development)

Summary

Manchester City Council is regenerating Moston Lane. This report provides an update to Executive outlining the public consultation process that has guided the proposed Development Framework. Through this process opportunities have been identified to unlock investment that will deliver hundreds of mixed tenure new homes that match local demand, alongside the construction of a new public square with aspirations for this to be animated by community, health and education infrastructure.

The report outlines the rationale and scope of a property acquisition strategy that is required to enable the significant economic growth and future resilience of the local centre. Approval is sought to implement these private acquisitions as part of the next phase of delivering the regeneration programme.

An update is also provided on the investment to spearhead physical and environmental interventions into Moston Lane using Shared Prosperity (SPF) monies, and the integration of this investment into the wider regeneration plans.

Recommendations

The Executive is recommended to:

- (1) Note the outcome of the public consultation on the Moston Lane Development Framework, as set out in the Consultation Report at Appendix 2.
- (2) Approve the Moston Lane Development Framework (Appendix 1) and request that the Planning and Highways Committee take the Development Framework into account as a material consideration when considering planning applications in the Moston Lane area.
- (3) Note the progress on the Shared Prosperity Fund (SPF) projects.
- (4) Approve the acquisition strategy as outlined in Part B of this report and delegate authority to the Director of Development in consultation with the Executive Member for Housing and Development to conclude negotiations and acquire interests required to deliver the Moston Lane Development Framework.
- (5) Authorise the City Solicitor to do all things necessary or incidental to implement the above.

Wards Affected: Moston

Environmental Impact Assessment - the impact of the issues addressed in this report on achieving the zero-carbon target for the city
<p>The Moston Lane Development Framework sets out a range of interventions, including the construction of new homes, improvements to active travel, and investment in public realm and green spaces. These can each contribute towards the city’s target zero carbon target.</p> <p>Where selective demolition is required, materials will be recovered in line with good construction practice. In the case of new homes, the Council will ensure that those delivered on its land are sustainable, and work with third party landowners to promote zero carbon developments across other sites. Public realm and green space improvements will be designed and procured with the aim of reducing carbon impacts both during construction and the operational life of those spaces.</p>

Equality, Diversity and Inclusion - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments
<p>Many of the city’s district centres contain significant levels of deprivation, with those residents often facing additional health inequalities. Creating and sustaining safe, vibrant district centres that provide new jobs, homes and opportunities therefore supports the Council’s broader promotion of equality and diversity.</p> <p>In addition, as specific projects and interventions are developed and delivered an Equalities Impact Assessment will be undertaken by the relevant officer/service, as required.</p>

Our Manchester Strategy outcomes	Contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The diversification of the centre will expand the retail offer through the delivery of a public square and associated development, providing an enhanced offer for the community and creating employment opportunities.
A highly skilled city: world class and home-grown talent sustaining the city’s economic success	The proposed investment will result in an expanded retail offer, providing opportunity for the residents to gain employment. Development brought forward by the Council will include social value outputs in line with the North Manchester Social Value Framework.
A progressive and equitable city: making a positive contribution by	Any contractual capital works to deliver the regeneration of the district centre will incorporate social value outputs as

unlocking the potential of our communities	part of the procurement and evaluation. This will include a commitment to local employment strategies. The provision of high-quality affordable homes is vital to support a growing population. A range of tenures would ensure all housing needs are catered for, including affordable tenures in line with local housing needs.
A liveable and low carbon city: a destination of choice to live, visit, work	All works will be undertaken in line with sustainability principles to meet wider MCC targets. A key component will be to activate the district centre at evenings and weekends to ensure that it becomes a destination for local residents and visitors.
A connected city: world class infrastructure and connectivity to drive growth	The centre is well-connected in terms of public transport via the tram and bus routes. There are also bus services connecting the centre to the neighbouring areas. By linking public realm improvements on key gateway locations to the wider active travel network, residents will be able to access the district centre and beyond by walking, cycling and other active travel means.

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

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

Any revenue property holding costs will be met from existing budgets.

Financial Consequences – Capital

The financial implications of the land acquisition strategy are set out in the report on Part B of this report. None directly from this report.

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Background documents (available for public inspection): None

1.0 Introduction

- 1.1 This report provides an overview of the recent public consultation and now seeks approval for the draft Development Framework for Moston Lane at Appendix 1.

2.0 Background

- 2.1 Moston Lane is a local centre within the ward of Moston. It is an important local centre for shopping and amenities for the local community, which numbers approximately 7,500 households.
- 2.2 Moston Lane local centre boasts a number of attractive heritage buildings, a range of local/independent shops and amenities (including a post office, butchers, bank and churches) employing circa 950 residents¹ and three small pocket parks. In addition to employment opportunities in the City Centre and via the M60, local opportunities exist within Tulketh Industrial Estate, North Manchester General Hospital and Central Park.
- 2.3 The experience of visiting the centre is currently undermined by the volume of traffic and limited opportunities for meeting and spending time with friends and family. Parts of the centre are dominated by areas of informal car parking taking place on Council-owned sites cleared for potential future development. In addition, it also suffers from poor linkages and few cycle routes, meaning many visitors travel by car rather than walking or cycling. The centre is surrounded by attractive green spaces including Boggart Hole Clough, Moston Vale, Broadhurst Fields and Broadhurst Clough Local Nature Reserve, but poor signage of pedestrian routes undermines connections between the local centre and its surrounding assets and in some cases create opportunities for anti-social behaviour.
- 2.4 There are a number of vacant and underutilised sites which hold the potential to increase and diversify housing choice in the area, responding to strong demand due to the relative affordability of homes in this area. In addition to the framework area there are opportunities in the surrounding locality suitable for mixed tenure residential development to assist in the delivery of the Council's Housing Strategy. One such example is the Winston Road and Hodge Street site in the Moston Lane area, which forms part of Project 500. This disposal secured Executive approval in November 2022 to deliver 19 affordable homes.
- 2.5 It should be noted that land receipts received from nearby development activity have been ringfenced to provide working capital for the regeneration activities outlined in this report.

¹ Business Register Employment Survey, 2020

3.0 Development Framework details

- 3.1 The Moston Lane Development Framework sets out the vision for Moston Lane as a “vibrant centre where families, community and culture mix along rejuvenated streets and new community-focused spaces”.
- 3.2 Key interventions are identified within the Framework which seek to upgrade and improve the wider environment whilst creating new equitable public spaces. Through careful coordination and placemaking it is envisaged that these spaces are animated and supported by adjacent uses that match the needs of local people, whether that be specific housing needs, space for local businesses to grow or health and education infrastructure.
- 3.3 The development framework will achieve this through building on the area’s strengths and identifying investment and development opportunities that will guide the regeneration of Moston Lane for the next 10+ years.
- 3.4 The strategy for change is centred around eight objectives that are designed to guide the future regeneration of Moston Lane, these are:
- Creating a new local centre destination for Moston. A new place that offers space for the community, residents and local businesses to come together.
 - To provide more opportunities for visitors to spend longer together in Moston Lane in attractive new spaces which can support a vibrant programme of events.
 - To make more of green and built assets.
 - To support Moston to be an attractive, safe and vibrant neighbourhood.
 - Improved and safer streets that provide walking and cycling opportunities for all.
 - To enhance the choice and diversity of quality affordable and market homes and improve the quality and management of existing stock.
 - Provide new, sustainable homes that integrate with existing streets.
 - Local businesses continue to prosper, and new retail and commercial units allow for growth.
- 3.5 These objectives have been translated into seven key physical opportunities for change, which work in tandem with the proposed non-physical interventions to create a more successful Moston Lane local centre. These include:
- Establishing a stronger local centre with the creation of a new community focused space;
 - Supporting the delivery of new homes;
 - Improving the quality and management of existing private rented stock;
 - Enhancing the quality of the public realm along Moston Lane;
 - Supporting more sustainable movement around the local centre and to surrounding green spaces;

- Enhancing existing spaces to offer improved functions for the local community; and
- Rationalising car parking and improving the provision of parking within the centre.

4.0 Public Consultation

4.1 An extensive process of consultation and engagement has been undertaken in order to produce the Moston Lane Development Framework. A detailed report on this consultation, setting out in detail who was consulted, how this was done, and the feedback from residents and businesses is provided at Appendix 2. However, to summarise:

- the headline proposals in the draft Moston Lane Development Framework were positively received. In many cases, respondents raised legitimate questions about how the proposals would be delivered and/or managed over the long-term (e.g. how the new square would be looked after, or what tenure the new homes would be), and such questions will be considered as and when the individual projects come forward.
- The draft Framework document has been, where possible, amended to reflect some of the feedback received, for example to address the Moston Lane 'retail offer' and to respond to questions about school and health provision.
- Further consultation on specific projects will be undertaken on a case by case basis.
- The wider environmental, liveability and community cohesion issues identified during the consultation are being assessed and addressed, in consultation with the Neighbourhoods team for the area, and partners such as GMP.

5.0 Proposed framework amendments following consultation

Greenspaces

5.1 Engagement through online and in-person consultation has been used to ensure the proposals for the pocket parks Peace Gardens, St Dunstan's Green and the front garden of Simpson Memorial Hall meet the aspirations and concerns of the community. The design development of these spaces will take account of comments received during the consultation to include better visibility, improved perception of safety, more colour and greater selection of types of plants. Further engagement with the community will be undertaken as the design develops, including with the Moston Matters community group.

Moston Lane Shops

5.2 A large number of respondents to the consultation commented negatively on the shops along Moston Lane, noting a large number of hair and beauty

salons, barbers, convenience stores and off licences, but a lack of recognised high street brands or shops selling clothing, footwear and similar 'comparison' goods. Similarly, places to eat and drink were in short supply, it was said, other than takeaways. However, many of these shops are established businesses operated by independent retailers and they evidently respond to local demand. The relatively low vacancy rate when compared with other high streets, indicates a level of sustainability for shops of this type.

- 5.3 The Development Framework seeks to promote the diversification of the retail offer and a broadening of its appeal by accommodating larger retail units in the ground floor of new developments that are located around the perimeter of the public square. This type of unit is anticipated to be of interest to larger retailers or food and beverage operators, complimentary to the existing offer rather than in direct competition with it.
- 5.4 In addition, existing businesses can be supported to grow in the future and/or improve their existing commercial performance. Officers are speaking with the Business Growth Hub to identify a potential package of business support measures. This could include advice and guidance around investment, funding and strategy or specific training on certain aspects of business or management.

Public square

- 5.5 A majority of the respondents were in favour of the public square. As such we have now identified the broad location of the square on Moston Lane within the Development Framework. The exact location will be developed as the design work is more progressed, with additional consultation proposed in future to ensure it continues to meet resident aspirations.

Social infrastructure

- 5.6 Whilst the majority of respondents were in favour of new housing, concerns were raised on the potential increased pressure on existing education and health infrastructure. The Framework now considers these aspects with options to explore, in consultation with the NHS and health partners, how healthcare and educational facilities could be considered as sites come forward for development. Specifically, with the delivery of a new square along Moston Lane, there is an opportunity to explore how health and wellbeing uses could integrate into the ground floors of the surrounding properties.

Affordable Housing

- 5.7 The majority of respondents were in support of the delivery of additional homes in Moston Lane, in line with the draft framework proposals. This is unsurprising given Moston has one of the highest levels of rental inflation in the city, driven by high demand for housing with limited availability (fewer than 1% of homes remain empty for over 6 months).

5.8 Utilising available land to deliver well insulated housing with good amenity spaces for families will help to provide better housing choice for local people whilst also attracting new residents. In support of this the Council will use its land holdings strategically to deliver high quality homes and seek to deliver affordable homes in accordance with the Housing Strategy.

6.0 Acquisition Strategy

6.1 The Council does not own all the land within the Development Framework area, and consequently acquisition of land interests will be required to deliver the framework vision.

6.2 The Development Framework proposes limited clearance of existing properties which front on to Moston Lane, in order to create the public square. The first phase of acquisitions is discussed further in Part B of this report. These will be funded through the capital receipt obtained from the historic disposal of land in Moston to Redrow.

7.0 Shared Prosperity Fund

7.1 Whilst the Development Framework sets out the long-term vision for Moston Lane and interventions that will take place over a number of years, complimentary investment is already being made into the area through the Government's UK Shared Prosperity Fund (SPF), which has replaced the European Structural Investment Funds (ESIF). Manchester's full allocation will eventually extend to more than £5m, and a proportion of this funding is being used in Moston Lane to:

- Enhance the three green spaces at the Peace Gardens, Moston Green and at the Simpson Memorial Hall;
- Implement alley gating to the rear of Moston Lane, and implement a commercial waste project to reduce littering and fly-tipping;
- Amend parking arrangements on streets adjoining Moston Lane to improve road safety and reduce fly-parking;
- Make improvements to the Simpson Memorial Hall, a key hub for the local community.

7.2 These interventions will ensure that residents see tangible improvements in Moston Lane over the short-term, in advance of the delivery of the more significant projects set out in the Development Framework.

8.0 Conclusions

8.1 The proposed interventions have secured community-wide support and will guide the regeneration of Moston Lane for the next 10+ years. The proposals have been carefully considered to ensure a balanced approach to Moston Lane, where possible minimising negative impacts and concentrating on a deliverable regeneration proposition. Whilst the high street remains active with few voids, there is a need to bring forward new development that better meets

community aspirations and unlocks opportunities for economic growth and homes.

9.0 Contributing to the Our Manchester Strategy

(a) A thriving and sustainable city

The diversification of the centre will provide for new retail to expand the local offer which will provide employment opportunities for small to medium sized businesses to locate in Moston, with associated opportunities for the local community. The provision of additional services will increase the local offer available to the community, attracting a fuller cross section of the community.

(b) A Highly Skilled City

During future construction phases, there will be employment opportunities available on site and a social value policy will be sought. The provision of sustainable new homes within the neighbourhood centre would support the growing population.

(c) A progressive and equitable city

Any contractual capital works resultant from the regeneration of the neighbourhood centre will include significant social value outputs as part of the procurement and evaluation. This will include a commitment to local employment strategies. The provision of high-quality affordable homes is vital to support a growing population. A range of tenures would ensure that the delivery of new housing will be in line with local housing needs.

(d) A liveable and low carbon city

Any future development will be undertaken in line with sustainability principles to meet wider Council targets.

(e) A connected city

The centre is well-connected in terms of public transport via the tram and bus routes. There are also bus services connecting the centre to the neighbouring areas. By linking public realm improvements on key gateway locations to the wider active travel network, residents will be able to access the district centre and beyond by walking, cycling and other active travel means.

10.0 Key Policies and Considerations

(a) Equal Opportunities

An Equality Impact Assessment has been produced to assess impact on protected characteristics. Ongoing reviews will take place as the interventions and projects set out in the Framework are considered for implementation.

(b) Risk Management

Not applicable.

(c) Legal Considerations

If approved by the Executive, the Moston Lane Development Framework will not form part of the Council's Development Plan but would be a material consideration when development control decisions are made.

APPENDICES

Appendix 1 – Moston Lane Development Framework

Appendix 2 – Moston Lane Neighbourhood Development Framework: report from the public consultation in June/July 2023

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Moston Lane Development Framework

Manchester City Council

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Final Draft
October 2023



MANCHESTER
CITY COUNCIL

Appendix 1, Item 8



MANCHESTER CITY COUNCIL
Welcome to
MOSTON
Please drive carefully
Moston Matters





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1. Executive summary



Introduction

This document sets out a vision-led framework for the regeneration of Moston Lane, on behalf of Manchester City Council. It identifies potential interventions and areas of focus to help secure and promote the future growth and sustainability of Moston Lane over the next 10+ years.

Context

Within Greater Manchester, Moston Lane is a local centre, within the ward of Moston and is situated approximately 5km north east of Manchester City Centre (accessible by bus, train and Metrolink) and 2km south of the M60 (Junctions 20 and 21). Moston Lane, or known locally as ‘the Lane’, is an important local centre for shopping and amenities for the local community. For the purposes of this document, we will refer to ‘the Lane’ as Moston local centre.

Moston local centre boasts a number of attractive and heritage buildings, a range of local/independent shops and amenities (including a post office, butchers, bank and churches) and three small pocket parks. In addition to employment opportunities in the City Centre and via the M60, local opportunities exist within Tulketh Industrial Estate and North Manchester General Hospital.

The experience of visiting the centre is currently undermined by the volume of traffic and limited opportunities for meeting and spending time with friends and family. Parts of the centre are dominated by areas of informal car parking

taking place on sites cleared for potential future development. In addition, it also suffers from poor linkages and few cycle routes mean many visitors travel by car rather than walking or cycling. The centre is surrounded by attractive green spaces including Boggart Hole Clough, Moston Vale, Broadhurst Fields and Broadhurst Clough Local Nature Reserve, but poor signage and pedestrian routes undermine connections between the local centre and its surrounding assets, and in some cases create opportunities for anti-social behaviour.

There are a number of vacant and underutilised sites which hold the potential to increase and diversify housing choice in the area, responding to strong demand due to the relative affordability of homes in the area. There is scope to offer more modern affordable family homes as well as a need to ensure better management of privately rented homes.

Moston Matters is a strong community pride campaign, which is making good progress in promoting the centre and the opportunities on offer.





Our Vision

‘Moston Lane is a vibrant centre where families, community and culture mix along rejuvenated streets and new community-focused spaces.’



Moston Lane vision collage

Objectives

1. Creating a new local centre destination for Moston. A new place that offers space for the community, residents and local businesses to come together.
2. To provide more opportunities for visitors to spend longer together in Moston Lane in attractive new spaces which can support a vibrant programme of events.
3. To make more of green and built assets.
4. To support Moston to be an attractive, safe and vibrant neighbourhood.
5. Improved and safer streets that provide walking and cycling opportunities for all.
6. To enhance the choice and diversity of quality affordable and market homes, and improve the quality and management of existing stock.
7. Provide new, sustainable homes that integrate with existing streets.
8. Local businesses continue to prosper and new retail and commercial units allow for growth.





Strategy for change

The draft framework sets out the key physical opportunities for change in the form of 7 projects that will help achieve the objectives and realise the vision for Moston. These are:

1. Establishing a stronger local centre with the creation of a new community focused space;
2. Supporting the delivery of new homes;
3. Improving the quality and management of existing private rented stock;
4. Enhancing the quality of the public realm along Moston Lane;
5. Supporting more sustainable movement around the local centre and to surrounding green spaces;
6. Enhancing existing spaces to offer improved functions for the local community; and
7. Rationalising car parking and improving the provision of parking within the centre.

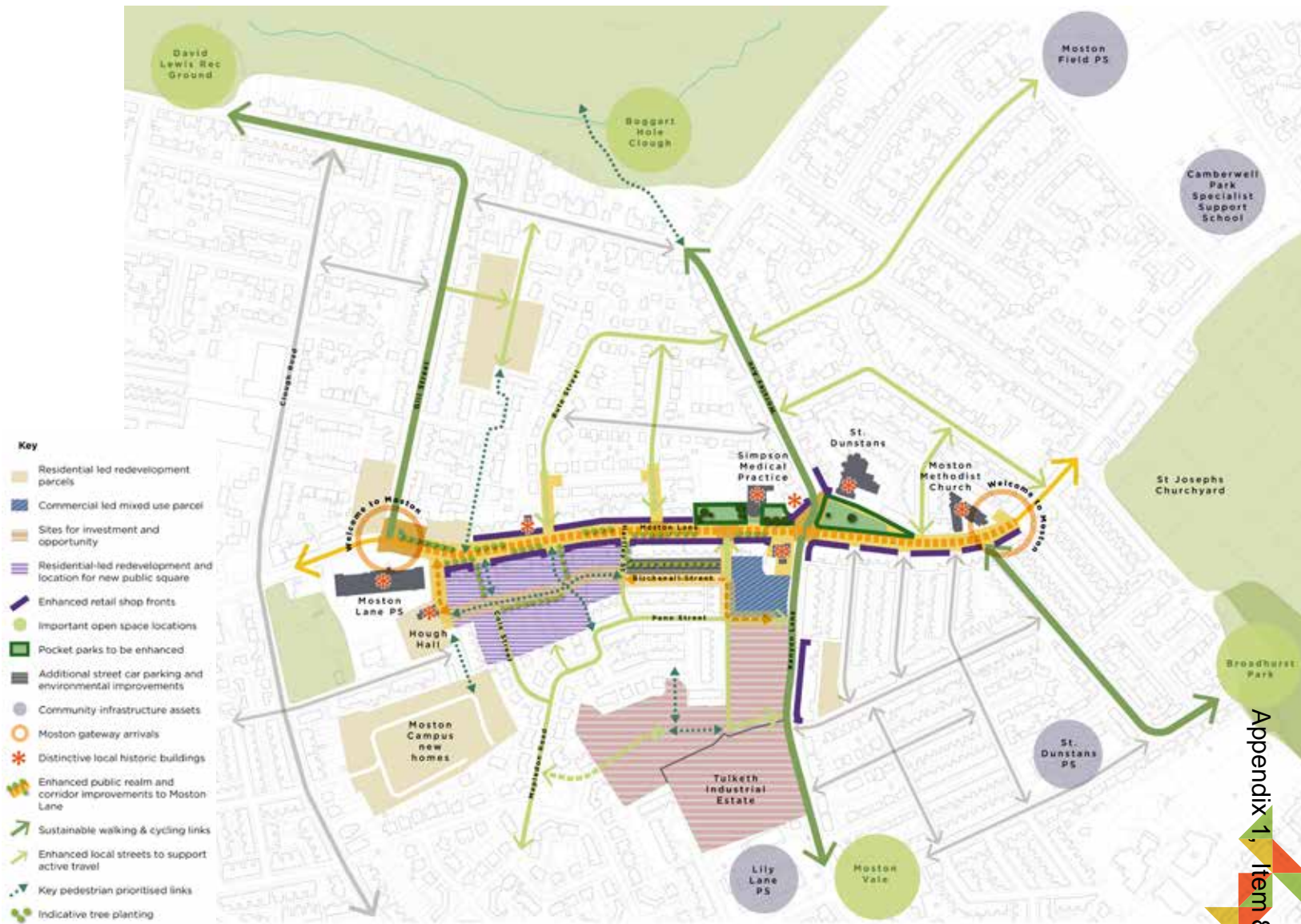


Figure 1: Development framework for Moston Lane





2. Introduction

Document purpose and status

This document sets out a vision-led framework for the regeneration of Moston Lane, on behalf of Manchester City Council. It sets out potential interventions and areas of focus to help secure and promote the future growth and sustainability of Moston over the next 10 years plus.

The document is supported by a review of Moston Lane’s retail, commercial and residential requirements, and sets out physical interventions that look to address issues around physical appearance, environment, housing offer, street quality and place promotion.

The document is not intended to present a detailed or fully resolved regeneration strategy or delivery strategy. It presents initial analysis, concepts and propositions. The framework is intended to provide the basis for future opportunities for investment, growth and delivery from both the public and private sectors.

The feedback and recommendations received through stakeholder and community engagement has informed and shaped the final framework document.

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Collection of photographs illustrating Moston as it is today

Appendix 1, Item 8





Neighbourhood study area

The Development Framework focuses on the Moston Lane corridor (shown adjacent as dark red) as well as a broader catchment area (defined by the red line boundary) that includes a number of the surrounding residential areas, local amenities and streets.

Moston Lane is the economic and retail heart of the neighbourhood with a variety of community and convenience retail offers.

The study area is defined to the north by Boggart Hole Clough, to the east by Moston Fields Primary School and Croft Hill Road; to the south by Bluestone Road / Lily Lane and to the west by Ashley Lane and Clough Road.



Figure 2: Framework study boundary & Moston Lane corridor (red shading)



3. Setting







Wider setting & context

Moston Lane is situated approximately 5km north east of Manchester City Centre. It is bordered by Harpurhey to the west, Charlestown to the north and Newton Heath to the south. To the east is the larger town of Oldham, approximately 5 miles from Moston local centre.

It is also approximately 900m east of Harpurhey district centre, which offers a range of local convenience retail as well as an ASDA superstore and other national brands, the Manchester Youth Zone and healthcare facilities.

The local centre is surrounded by attractive, large open green spaces including Boggart Hole Clough, Moston Vale, Broadhurst Fields and Broadhurst Clough Local Nature Reserve.

The area is well connected via the following modes of transport:

-  • **Bus** - 30 minutes to City Centre with 10 buses routing along Moston Lane in both directions;
-  • **Metrolink and Moston train station** - are a 25 minute and 30 minute walk respectively;
-  • **Car** - 2km south of the M60 close to J20 and J21. Manchester City Centre is within a 15 minute drive;
-  • **North Manchester General Hospital** - is 2km north and can be reached within a 10 minute drive;
-  • **Moston Lane accommodates** - churches, social clubs and healthcare facilities; and
-  • **Four large employment/ industrial sites** - within 3km of the centre.

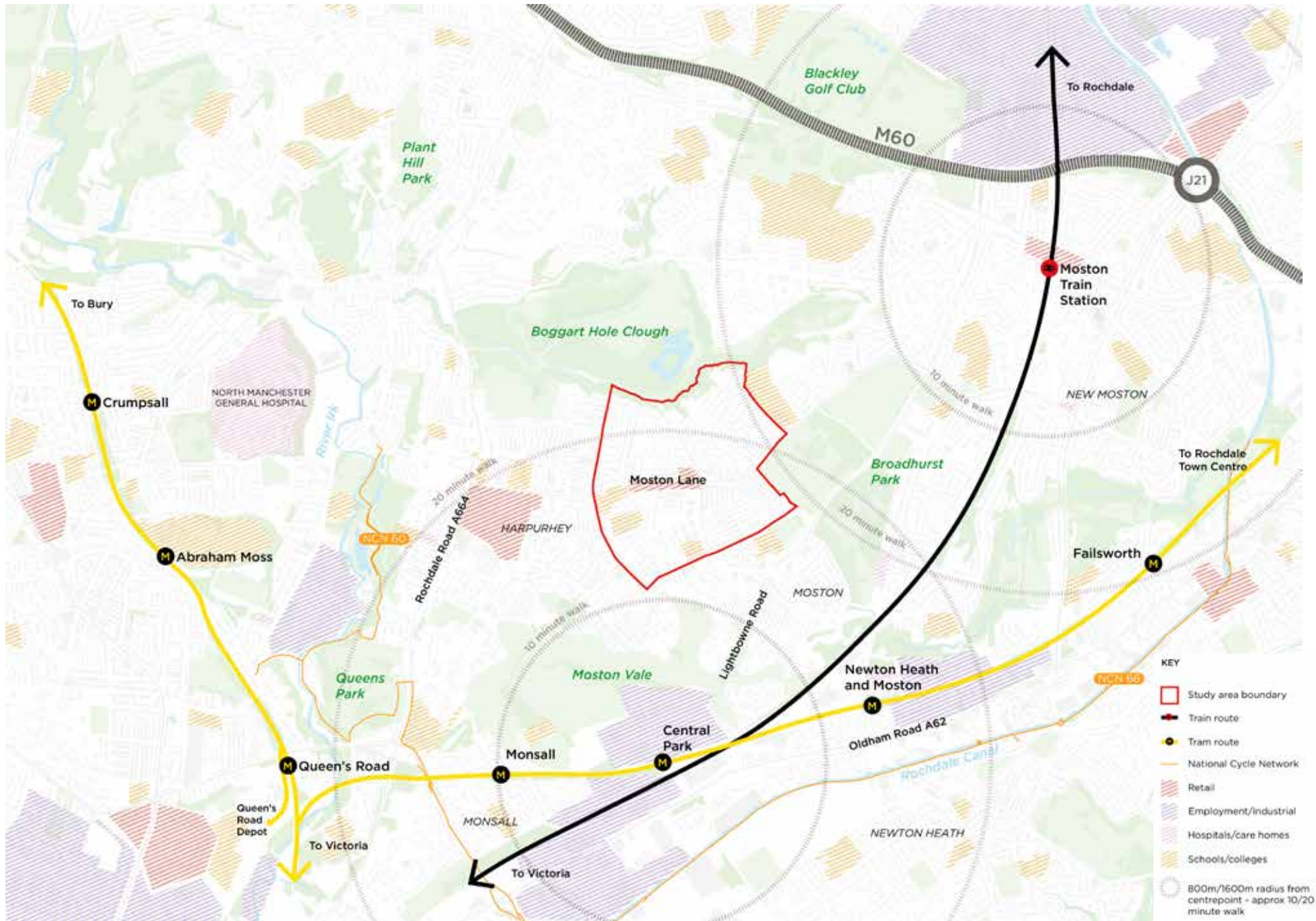


Figure 3: Moston Lane within its wider context



4. Spatial review

Place constraints

Moston experiences various constraints and challenges that are negatively impacting upon the sense of place, or which prevent it from being able to make the most of its inherent qualities. The plan overleaf (Figure 4) identifies some of those with most impact:

1. **Vacant land and alleyways** - immediately north and south of Moston Lane are areas of under utilised pockets of cleared land and poorly maintained rear ginnels /alleyways.

Alleyways and ginnels interface with the rear of retail units both north and south of Moston Lane. These environments are low quality due to lack of overlooking frontage, fly tipping and waste management issues.

The impact of street layout, vacant sites and poorly maintained environments encourages crime and anti-social behaviour in areas such as Birchenall Street, Arran Street, Albine Street, Pym Street and Cole Street.

2. **Streetscape** - Moston Lane corridor is a place dominated by road vehicles, with footways narrowed in areas to accommodate a wide vehicle carriageway and car parking. The environmental and visual quality of this thoroughfare / route is disjointed and deteriorating.

The quality and consistency of shop frontage signage and overall condition varies significantly, with the vast majority in poor condition. Combined, these create a

conflicting experience along the street which does not encourage dwell time or a positive pedestrian experience.

3. **Sense of place** - an absent sense of arrival, with no clearly defined centre, means that Moston Lane functions as a place to travel through, and not as a place to spend time.
4. **Heritage** - the heritage of the place is visible through some of its historic buildings but these sit as independent objects, disconnected from each other due to the car dominated, low quality public realm and retail frontage. These assets could be better celebrated, to help create a strong sense of character for Moston, through enhanced and refined street, branding / signage and public realm interventions.



Images above show the impact of 1. vacant alleyways 2. poor quality streetscape 3. poor quality arrival experiences and 4. some of the area's heritage assets.

'Frontage'.....what this means
This refers to a part of a building wall which faces a public place such as a street or a public space. It is what is read as the front of the building.



- 5. **Car parking** - the provision of car parking across Moston local centre is uncoordinated and there is a lack of formal parking. Currently, cleared sites for future residential development to the south of Moston Lane are being used for car parking and are large, poorly laid out and by night they are less desirable parking places. A reluctance for residents to use these spaces, for fear of crime or vandalism, then puts greater parking demands on local residential streets, creating tensions and issues where driveways are obstructed and access to ginnels/alleyways are restricted for refuse collection/servicing. A parking strategy for the area would coordinate and manage car parking.
- 6. **Connections to green spaces** - although on the doorstep of Moston Lane, Boggart Hole Clough, Moston Vale and Broadhurst Park feel disconnected because of the quality of the links to them. This is due to a lack of signage / wayfinding, poor quality pedestrian routes and lack of cycle connections.

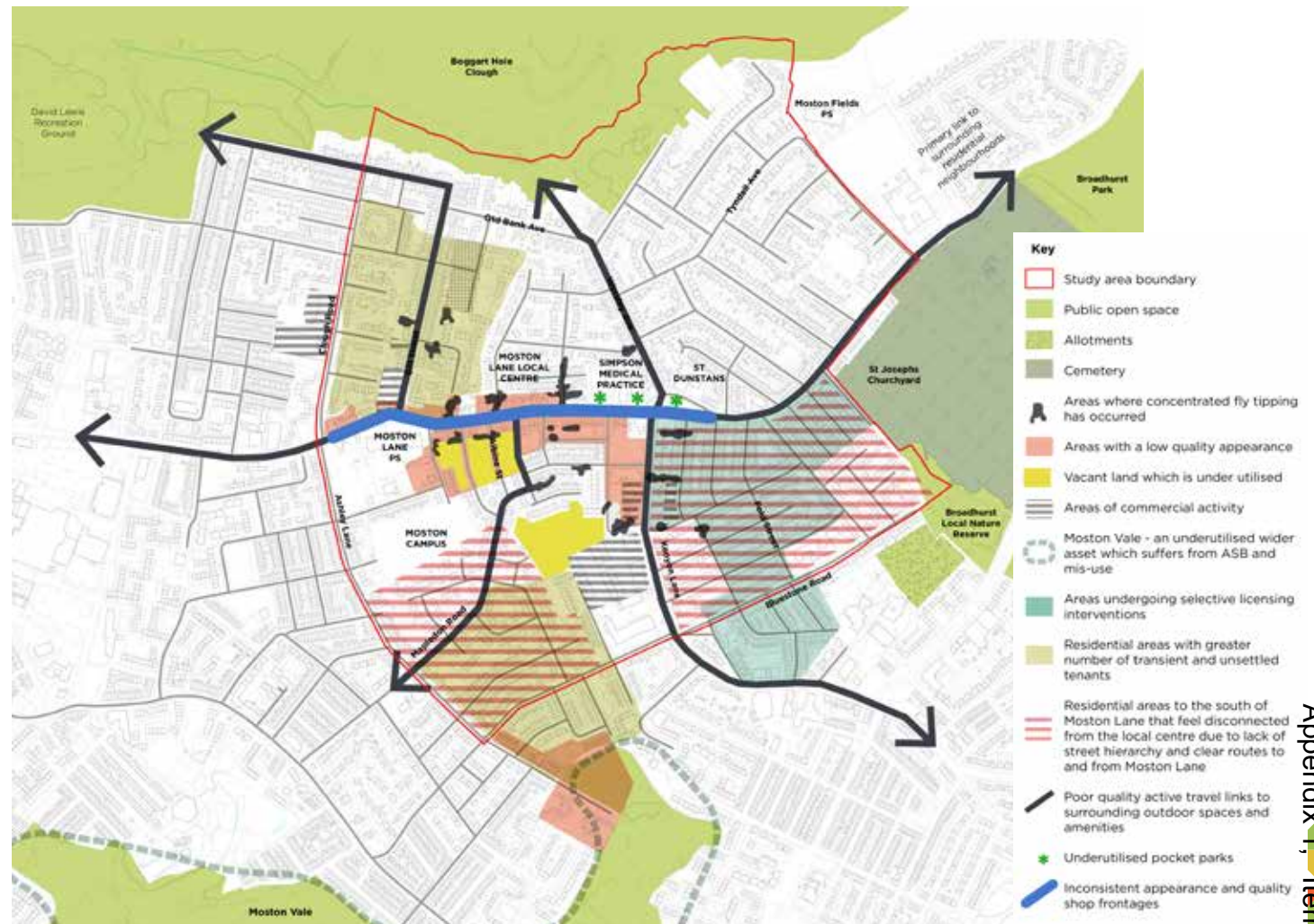


Figure 4: Physical issues and constraints



5. SWOT analysis

Strengths

- Vibrant centre - benefits from having smaller units which are easier to attract local occupiers;
- Number of attractive buildings including Grade II St Dunstan, former Sunday School, former Ben Brierley Pub, Blue Bell Hotel, Simpson Memorial and Moston Lane Community School;
- Good mix of local/community assets including health, education and services including bank and Post Office;
- Close to the Market, Asda and Youth Zone in Harpurhey;
- Engaged community including numerous groups, such as Moston Matters, a lot of people have lived in the area for a long time and are very proud of Moston;
- A diversifying community with a growing community of African and European heritage;
- Good mix of housing - new investment in quality homes for sale, more affordable terraces and larger older semi-detached villas, as well as older persons accommodation;
- Surrounded by lots of green spaces - Boggart Hole Clough, Moston Vale, Broadhurst Park and St Joseph's Cemetery as well as pocket parks on Moston Lane;
- Benefits from frequent bus services as well as being close to strategic cycle network and Metrolink services;
- Links to M60 and City Centre and North Manchester General Hospital;
- Good provision of short stay parking for local businesses on Moston Lane; and
- Moston Matters campaign is continuing to raise pride in the area - one of the most recent current campaigns showcased why people love Moston.

Weaknesses

- Levels of deprivation for some of the community, with high levels of unemployment and low skills levels;
- Variable quality and poor management of some of the terrace homes;
- The neighbourhood lacks a defined centre where the community can come together for special occasions, but which also functions successfully on a day to day basis;
- Anti-social behaviour and crime in certain areas impacts upon the image of the area, creating fear for some residents, damaging external perceptions of place, and limits use of local assets such as Moston Vale;
- Poor interfaces between buildings with their layout exposing rear of properties, creating poorly maintained and exposed areas that encourages ASB;
- Quality of the experience walking along Moston Lane - feels dominated by traffic with few places to dwell and businesses to spill out. The environment is hard, with limited street planting, seating, signage, lighting and street greening;
- Fly tipping and lack of maintenance gives off an image of neglect - this is amplified by the number of vacant sites;
- Limited cycleways to support cycling within the centre and to encourage use of wider cycling network; and
- Indication of parking pressure on residential streets leading to parking in inappropriate locations.



Opportunities

- Further enhance the housing offer, especially affordable housing;
- Create a people-focused ‘Moston Lane Local Centre’ that creates a comfortable, welcoming and enjoyable environment for businesses, visitors and residents to enjoy;
- Create more opportunities to attract and capture the potential spending power of households within and around the area;
- Open up, celebrate and respond to the area’s historical and characterful buildings;
- Establish a central destination for Moston Lane - create a centre/hub/square that can better serve the needs of the neighbourhood;
- Enhance the branding of the local centre through more consistent frontages/signage and wayfinding;
- Better maintenance of open space, and improve the interfaces between buildings and public realm / streets;
- Create a hierarchy of streets to support active travel - including cycling and walking linked to assets such as Boggart Hole Clough;
- Improve cycle parking facilities, for short and longer stay parking;
- Improve the quality of parking provision, alongside public realm enhancements;
- Better articulate what Moston Lane has to offer, linked to Moston Matters campaign;
- Create conditions to support the private sector to improve the quality of retail units, both in terms of appearance and occupier profile; and
- Support more events (especially food and beverage focused events) to draw more people to visit the centre and to encourage more cafes and restaurants to open up - perhaps testing pop up/ temporary events initially.

Threats

- Condition of some of the homes and management of properties in private landlord ownership;
- Perceptions of crime and anti-social behaviour;
- Increased demand on local service provision, particularly in an area of high deprivation;
- Inflation makes lives even harder for the most deprived in the area; and
- Need to deliver positive change in a sympathetic manner, to respect existing communities and improve community cohesion.



STRATEGY FOR CHANGE

6. Framework principles

Introduction

There are several opportunities across the neighbourhood to overcome the physical constraints and to guide the development framework for Moston local centre.

The following section sets out key place making principles that will help to create a more inclusive, enjoyable and high quality local centre.

It then illustrates the vision for Moston local centre and the Development Framework.

Development Principle - Moston Lane corridor

Moston local centre is vibrant, characterised by small, local retail businesses and with high levels of pedestrian activity. It is home to a large number of different units, with few vacancies recorded. However, the quality of the environment, poor pedestrian spaces, traffic dominance, and a lack of civic space hamper the neighbourhoods ability to maximise economic activity.

The population of Moston is diversifying which has also been reflected in the retail provision, which is adjusting to meet the needs of the changing population. Whilst a small retail centre, Moston local centre accommodates a post office and Lloyd's bank, a positive indication of the vibrancy of the centre.



Existing shop frontages along Moston Lane

The strategy for change must seek to establish a stronger, better functioning local centre which supports the local community, retailers and encourages footfall and dwell time and consider the following:

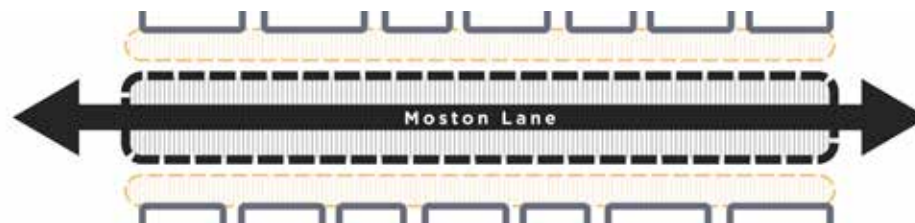
- Supporting the local businesses within the centre - a total of 950 people are employed within the Moston Lane area, predominantly in the Wholesale and Retail Trade sector (300 employees/32%);¹
- Takeaways and food/supermarket occupiers collectively occupy almost half of the units along Moston Lane, including a range of ethnic focused retailers. Working to enhance local retail provision as well as introducing opportunities for a greater variety of food and beverage uses into the area;
- Many local uses are accommodated within small terraced units, which can be more easily occupied by independents, rather than national retailers, who are not currently considering comparative centres of the scale of Moston. The strategy will look to support independents and start-up businesses;

¹Business Register Employment Survey, 2020*



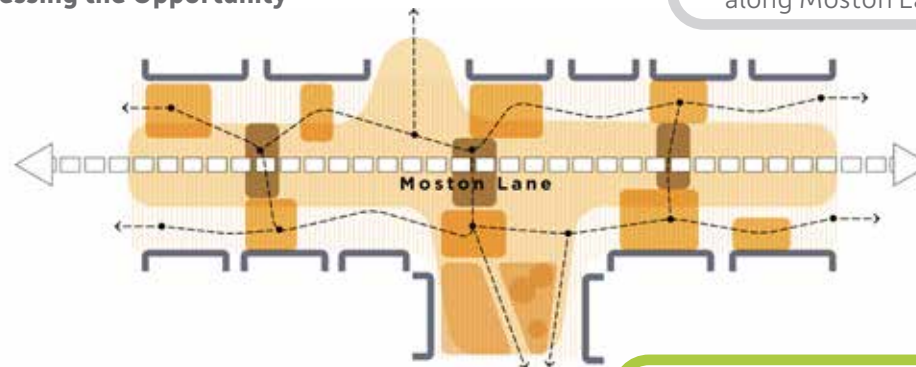
- Inconsistent shop front signage, street furniture, lighting and lack of place branding create visual clutter and an uncoordinated environment, which negatively impacts upon the experience of spending time in the area. The framework will support improvements and visual co-ordination to the corridors appearance;
- Moston Lane is dominated by vehicle movement with on-street parking and narrow footways preventing spill out space. There is also no cyclist provision. Finding opportunities to re-balance the movement hierarchy along Moston Lane should be a priority;
- There are three small pocket parks along Moston Lane but none that encourage retail spill-out space or areas to host larger community events and functions; and
- Tulketh Industrial Estate lies just 385m (under 5 minute walk) south of Moston Lane and is home to 19 units/ workshops of local occupiers in services such as construction, vehicles and food manufacturing. The strategy could look to encourage more visits from local employment and other community focused uses into the local centre more of the time.

Existing Condition



A vehicle corridor that dominates pedestrian movement and activity along Moston Lane.

Harnessing the Opportunity



A people focused corridor that invites activity but manages vehicle movement to create a more equitable street environment between cars, cyclists and pedestrians.





Development Principle - a more connected neighbourhood

Moston Lane corridor is an environment dominated by vehicles, squeezing pedestrian space and creating conflict between pedestrians and vehicles. There is an opportunity to reconsider movement along the corridor, whilst still retaining Moston Lane’s function as an important bus corridor. Opportunities to introduce cycle lanes for active travel, formalised parking bays, improved bus stops and shelters and carriageway narrowing to manage traffic speeds are all part of the Development Framework. Changes should look to promote more active travel choices for local people whilst still allowing for through journeys by bus and car.

In addition, the quality of surrounding local streets for active travel is low, and how you navigate around them is unclear. This means that many streets have the same function, encouraging vehicle rat running through residential areas.

‘Active Travel’.....what this means

When we use the term active travel, we mean walking, wheeling and cycling. It is an integral part of how Manchester will create a zero carbon, liveable city, with clean air, pleasant streets and an environment in which active travel is an enjoyable, natural choice for everyday journeys.

In response, the framework will support a clearer hierarchy of streets, identifying those which are primarily for vehicles and those which are quieter, limited to local access and which encourage more active travel through more generous footway and cycle way provision.

Streets that connect local residential areas across the neighbourhood to schools, the local centre, healthcare facilities and outdoor spaces should be clear and comfortable to use for pedestrians. Links to bus stops and road crossings could also look to create more frequent and safe opportunities to cross streets and access buses.

A secondary series of parallel local streets to Moston Lane could also be established, promoting an alternative to Moston Lane for local trips and form connected ‘loops’ that integrate with existing and new residential areas to encourage sustainable trips onto Moston Lane.

Transport for Greater Manchester (TfGM) have bold plans to improve public transport services across Greater Manchester. Manchester City Council plan to work closely with TfGM to make sure Moston Lane sees the benefits of the improvement, delivered through the Bee Network- Manchester’s new sustainable, integrated transport system due to be rolled out to North Manchester in 2024.



Images above show the impact of 1. narrow footpaths 2. recent cycle and pedestrian crossing improvements 3. parking bays which could be improved 4. vehicles informally parking on footways 5. bus service along Moston Lane and 6. car parking in conflict with pedestrian movement.



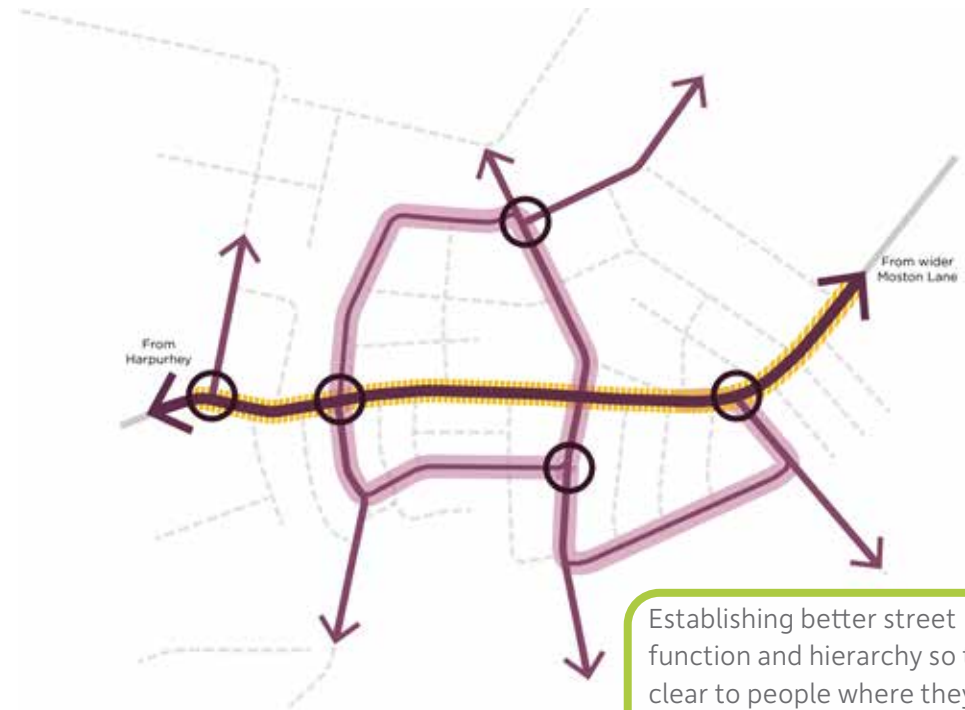


Existing Condition



A centre dominated by a network of rat-running streets with low quality pedestrian and cycle provision and lack of street hierarchy.

Harnessing the Opportunity



Establishing better street function and hierarchy so that its clear to people where they go to access surrounding amenities. We can do this by managing vehicle access and promoting sustainable travel across the neighbourhood in connected loops.





Development Principle - offering a range of housing choices and diversity

A key strand to strengthening the neighbourhood will be to provide a diversified and improved quality of housing offer for Moston local centre. There are approximately 7,500 households across the study area, half of these are owner occupied. In addition, a further population growth of 11% is expected for the wider Moston area to 2030. This is representative of an increase in families choosing to locate in Moston.

The area currently offers a variety of residential types, ranging from traditional terraced streets in and around Moston Lane to more semi-detached and detached homes north towards Boggart Hole Clough and Broadhurst Fields/St Josephs Cemetery.

There are several positive elements that are reinforcing the residential appeal of the area:

- Moston is a more affordable area to live compared to many other neighbourhoods - average house prices are less than £150,000, with some of the newer homes starting to sell for more than £200,000;²
- 300 homes delivered by Redrow over the last 10 years has provided a choice of modern homes.

²Moston Lane Housing Market Analysis' by Manchester City Council 2021

There is a strong pipeline of proposals for over 200 new homes in Moston.

Some of the issues affecting housing choice across the area include:

- Issues with the condition of homes, particularly in the private rented sector, compounded by some poor management of homes; and
- Most of the residential stock immediately around Moston Lane and to the north and south east are small '2 up, 2 down' terraced properties, with small rear garden spaces and yards. Larger semi-detached and detached properties are located north north-east towards Boggart Hole Clough and are generally set within a more attractive streetscape environment;
- Rental inflation remains one of the highest in the city driven by:
 - high demand for housing with limited availability (fewer than 1% of homes remain empty for over 6 months);

- Lower house prices creating attractive yields for investor landlords, limiting available houses for would be buyers;

- Given this relative affordability, Moston has a large number of people housed temporarily in the area, which puts pressure on local services and the local centre; and
- Good number of schools, which helps attract new residents, but achievement levels are low (ranking 3rd lowest in Manchester for Key Stage 2).

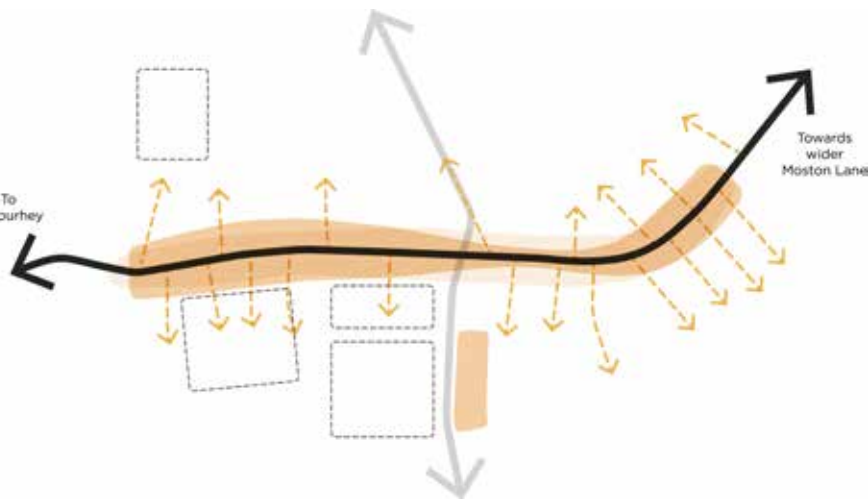
Improving the type and availability of affordable homes within the centre, particularly utilising vacant land, could help to fill the current gap in the offer between high quality modern homes and poorer quality terraces. Both improvement of existing stock and new, well insulated housing with good amenity spaces for families will help to provide a better housing choice for local people whilst also attracting new residents.





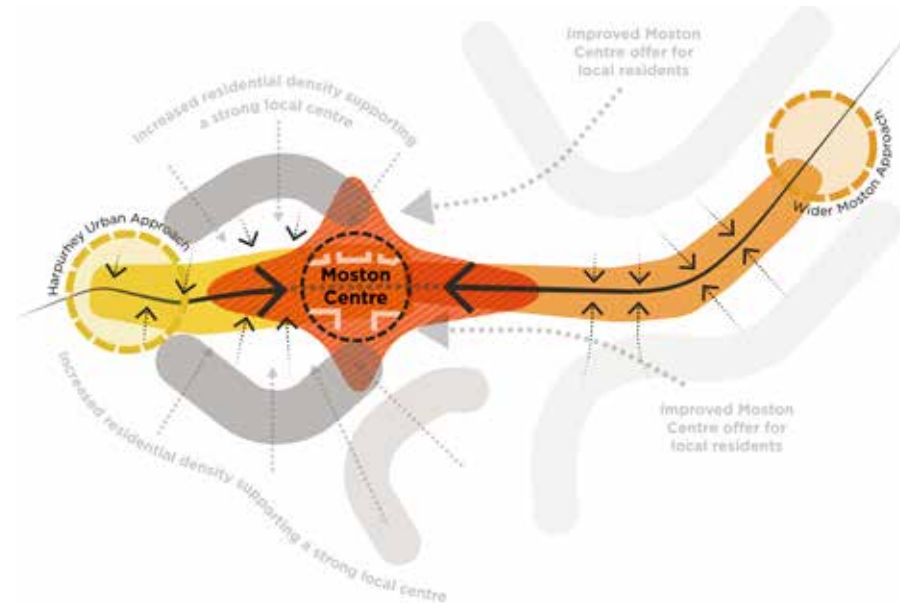
Existing Condition

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A linear local centre with Moston Lane serving as a through road. Various under-performing sites and lower quality housing types within close proximity to the retail core of the town.

Harnessing the Opportunity



Establishing a stronger spatial centre by focusing activity along Moston Lane, links to surrounding strategic green space and supported by diversification of residential accommodation close to the local centre.





Development Principle -green space

Moston local centre is surrounded by large open greenspaces and also has three pocket parks, which could better support the vitality of the local centre.

Boggart Hole Clough

Despite being less than a 5 minute walk from the middle of Moston Lane and a great outdoor destination for local residents, it is hidden and the routes to and from it are unclear. Part of the offer of an improved Moston local centre could be to better connect it with Boggart Hole Clough, as part of its function and appeal. A variety of activities and access to natural outdoor wellbeing are within easy access to Moston Lane and cross-promotion and accessibility between ‘The Clough’ and the local centre should be enhanced.

Moston Vale

A space which extends onto a network of smaller open spaces, is under utilised with issues of anti-social behaviour and crime. This is a potential future asset which could be better connected to the centre, both physically and through more events and social activities.

Broadhurst Park

Forming part of the Irk Valley Corridor, the 14 hectare park, with part of it granted status as a Local Nature Reserve and is the tenth across the City. It provides ecological habitat and access to nature and wellbeing. Signage and links to the Park could be improved to better connect it to Moston local centre.

Moston Green

A cluster of attractive heritage buildings at the junction between Kenyon Lane, Moston Lane and Worsley Avenue help create a strong orientation and arrival to Moston. The historic pocket park to the front of St. Dunstan’s Church provides some opportunities to dwell but has a weak relationship with the surrounding street network. This could be improved to create a more accessible and welcoming environment, better integrated with the surrounding street network.

Peace Garden and Simpson’s Memorial Garden

A small existing pocket park adjacent to the Simpson’s Memorial Hall sits along Moston Lane and provides some opportunities for dwell time. The space could be enhanced to offer a better quality space.

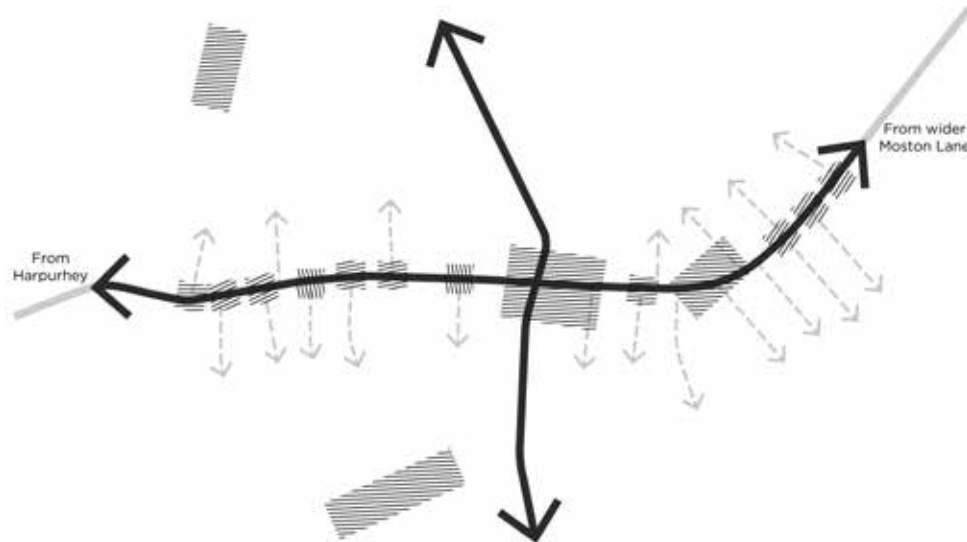


Images above showing 1. public seating within small pocket park along Moston Lane 2. underutilised space in front of St. Dunstan’s Church



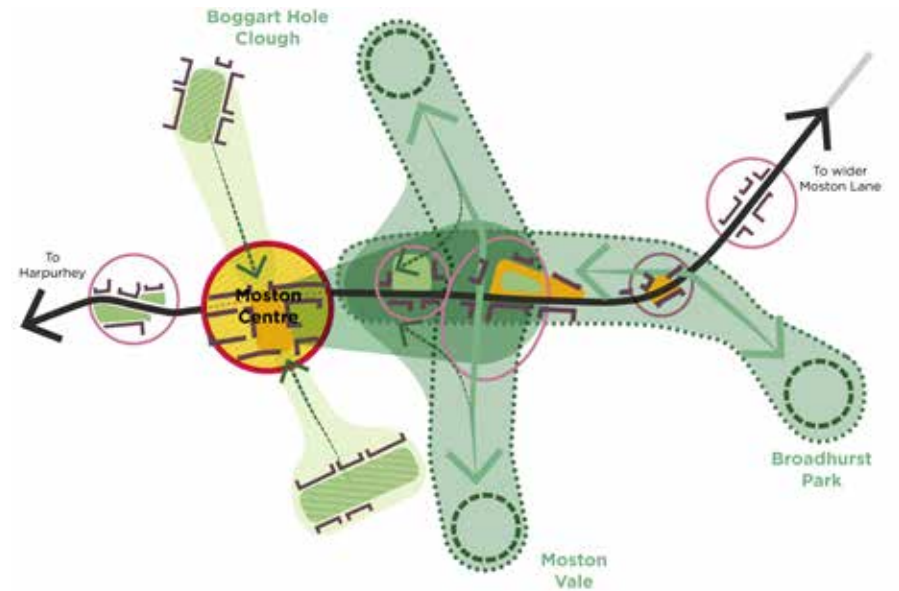


Existing Condition



The spaces along Moston Lane are under-utilised and could offer improved amenity value to residents and visitors. Pedestrian connections to Boggart Hole Clough and Moston Vale open spaces are unclear, hidden and of a poor quality.

Harnessing the Opportunity



Creating a public square in the heart of the local centre, creating a space that currently doesn't exist. Improving existing spaces and linking them better to surrounding larger spaces will offer more choice and quality of space to local residents.



7. Vision and objectives

Moston already has some fantastic features and ‘place assets’ that make up its identity, but which are currently disconnected from the centre or underutilised. These include attractive and distinctive historic buildings, a busy and bustling centre with few vacant shop units, large green spaces in close proximity, and a strong sense of community, with variety of different cultural influences.

Beyond the high street, the neighbourhood sits next to Harpurhey which offers larger retail and leisure and youth amenities in the form of Manchester Youth Zone, as well as public transport connections to Manchester City Centre.

This collection of physical and community assets provide a strong basis on which to secure and deliver meaningful and lasting change, which if harnessed correctly will allow Moston Lane to diversify and develop to meet the needs of its residents, as well as attracting more people to live in and enjoy the neighbourhood.

Our Vision

‘Moston Lane is a vibrant centre where families, community and culture mix along rejuvenated streets and new community-focused spaces.’



● Sustainable ● Vibrant ● Prosper ● Safer ● Growth



The main objectives of the strategy for change are:

1 Creating a new local centre destination for Moston. A new place that offers space for the community, residents and local businesses to come together.

A centre for Moston’s community which supports it to be an attractive, safe and vibrant neighbourhood.

2 To provide more opportunities for visitors to spend longer together in Moston Lane in attractive new spaces which can support a vibrant programme of events.

Spending time in welcoming streets and spaces, enjoying local amenities and visiting vibrant events.

3 To make more of green and built assets.

Showcase our built heritage and enhance pocket spaces and creating better connections to Boggart Hole Clough and Moston Vale

4 To support Moston to be an attractive, safe and vibrant neighbourhood.

Improving the quality of the environment across Moston to create a more comfortable and safer neighbourhood.

5 Improved and safer streets that provide walking and cycling opportunities for all.

To strengthen the existing street links to Moston Lane and to create more sustainable, active travel routes within and around the neighbourhood.



6 To enhance the choice and diversity of quality affordable and market homes, and improve the quality and management of existing stock.

Supporting the local centre with more housing choice for existing and new residents

7 Provide new, sustainable homes that integrate with existing streets.

Environmentally and economically sustainable homes that are well designed and overlook streets and spaces.

8 Local businesses continue to prosper and new retail and commercial units allow for growth

Environmental and building improvements to support local businesses to flourish.



8. Development framework

The framework plan sets out the key physical opportunities for change, which work in tandem with the proposed non-physical interventions to create a more successful Moston Local Centre.

The following pages set out 7 projects that we believe would help achieve the objectives and realise the vision for Moston. These are:



1. Establishing a stronger local centre with the creation of a new community focused space, able to host events, activities and comfortable dwell time within the heart of the local centre. **The framework identifies a potential area of focus where this could be accommodated, but the location and scale of the space, as well as the surrounding development is subject to further engagement and design development;**



2. Supporting the delivery of new homes on various opportunity sites within the local centre;



3. Improve the quality and management of existing private rented stock;



4. Enhancing the quality of the public realm along Moston Lane, humanising the corridor to allow for spill out space, environmental improvements and improved pedestrian facilities;



5. Supporting more sustainable movement around the local centre and to surrounding green spaces;



6. Enhancing our existing spaces to offer improved functions for the local community; and



7. Rationalising car parking and improving the provision of parking within the centre.

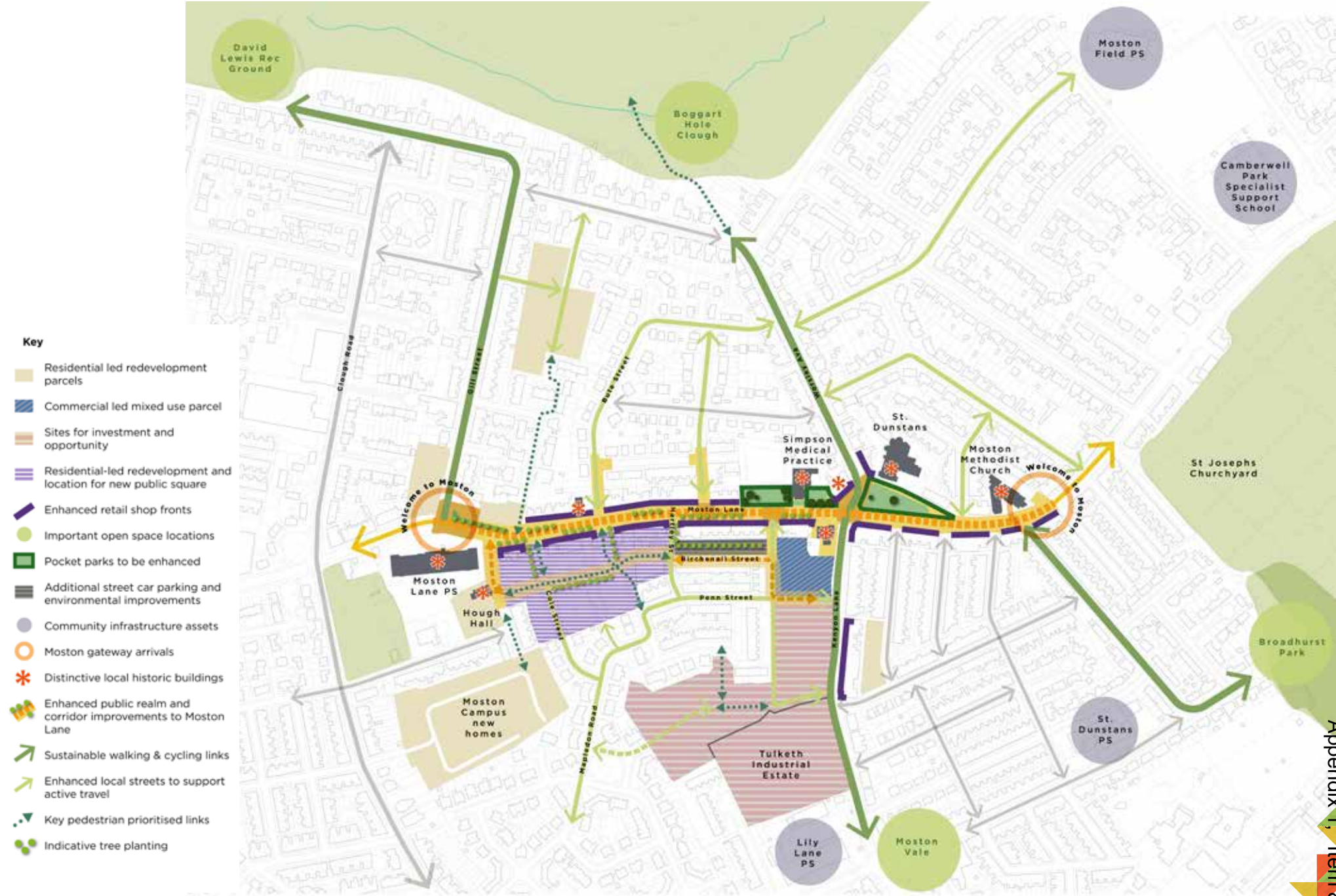


Figure 5: Development Framework for Moston Lane





Project 1

Moston's Public Square

This project focuses on creating a public square located south of Moston Lane, making the most of currently vacant land and transforming a low quality environment and preventing anti-social behaviour issues.

Located along Moston Lane, it will create a destination for the local centre, establishing a centre point for the neighbourhood and the local community. Being connected with Moston Lane means that it will help support the existing street whilst also allowing for spill out activity within the square. This space could be used for a variety of community focused events from monthly markets, food festivals, pop-up shops, starting/ending point for sports events.

The square could be enclosed by new development as well as new connections to the surrounding existing street network. New development around the square could have a variety of ground floor uses, ranging from retail to health and wellbeing that bring activity, making it feel busy, safe and welcoming.

The square could also accommodate new residential development both above the ground floor activity as well as new residential townhouses and terraces.

The new square will be characterised by a combination of high quality materials which will help it to feel part of Moston Lane and could include street furniture to allow people to dwell, cycle parking and storage, lighting, signage, art and sculpture, and cafes and restaurants to

enjoy food and drink. The introduction of new tree planting and soft landscape features such as raised planters, rain gardens, perennial planting, sustainable drainage systems will help to add colour, shade, separation from vehicles and visual amenity to the square.

The new square should be designed in a way that allows for flexibility, creating a central space that is able to host larger events and functions. When events are not being held, the space could accommodate moveable planters, seating space for local businesses as well as introducing elements of play for younger families to enjoy.

The location and configuration of the space, along with its supporting development, are subject to further engagement and design development.





Figure 6: Artist's impression of a future Moston Lane square





Project 2 New homes

Manchester City Council is committed to delivering 36,000 new homes (including 10,000 affordable) as part of its new Housing Strategy 2022-2032. We want to ensure we build the homes people want and need in the areas they live. We can only do this by better understanding the various housing challenges across the city.

Responding to these challenges, this Framework identifies several sites where new housing could be delivered. New housing brought forward in and around Moston Lane should:

- increase the overall supply of homes- including family sized housing;
- create more housing options across a range of tenures including affordable home ownership for those who want to remain close to families, friends, and jobs; and
- provide high quality affordable rented housing for those in most housing need.

Not only will the above meet local housing challenges but will also deliver against our wider commitments set out under the Housing Strategy to:

- deliver a range of tenures and house types, utilise brownfield land, increasing the supply of affordable home ownership products, deliver

new family housing and create housing that is accessible to people on a range of incomes.

As a positive first step the council and its registered provider partners are already working to deliver circa 170 new homes near Moston Lane as part of Project 500, which looks to deliver new affordable housing on brownfield land. These include new affordable home ownership products, affordable rented housing and family sized 3 & 4 bed houses.

The sites identified in this framework will further build on the commitment to deliver suitable housing in Moston.



Manchester City Council's development in Silk Street, Newtown Heath – completed summer 2023



The Dob Brook Close scheme in Newton Heath, completed by Guinness Partnership in October 2022

Project 3 Improved rented stock

As part of the wider strategy to support the delivery of new homes, and aligned to the Council's Private Rented Sector Strategy, the Council should continue to encourage landlords to invest in their stock to improve safety, quality and management of the private rented sector.

Enhanced communication between all parties to deliver better services by landlords for their tenants. The aim being to make them more aware of local support available and how they can play their part in keeping the area cleaner through supporting recycling and waste collection.

Delivery of new homes, particularly on Council owned sites in partnership with registered providers, will increase the supply of more modern, well-managed properties across the area.





Project 4

Enhancing Moston Lane Corridor

This project focuses on a number of ways of humanising Moston Lane, making it a place where people can make the most of the variety of local shops and improved spaces, for example the Peace Garden. It will focus on creating a street environment that gives more space for pedestrians, more opportunities to sit and rest, and that has a co-ordinated look and feel through improved shop front signage and better organised and arrangement of car parking, cycle parking and bus stop provision.

The following features will combine to create an enhanced Moston Lane corridor:

Physical improvements to Moston Lane

Focusing on the physical layout and design of Moston Lane, between Gill Street and Romney Street. Moston Lane will also continue to function as an important connection providing access to bus services and providing car access to local shops so future upgrades to the design of the corridor will need to ensure that functional requirements are met.

Future proposals should introduce more seating and spill out spaces for local businesses along Moston Lane to provide opportunities to dwell, supported by higher quality public realm. Improvement could include formalising on-street parking bays, widening footways where possible, creating build outs and carriageway narrowing to calm vehicular traffic and create improved pedestrian crossing points.

In addition, introducing more soft landscape such as Sustainable Drainage Systems (SuDS) and perennial planting features alongside more tree planting will create a more attractive and vibrant environment for different types of uses to sit alongside the variety of existing retailers, helping to diversify the offer.

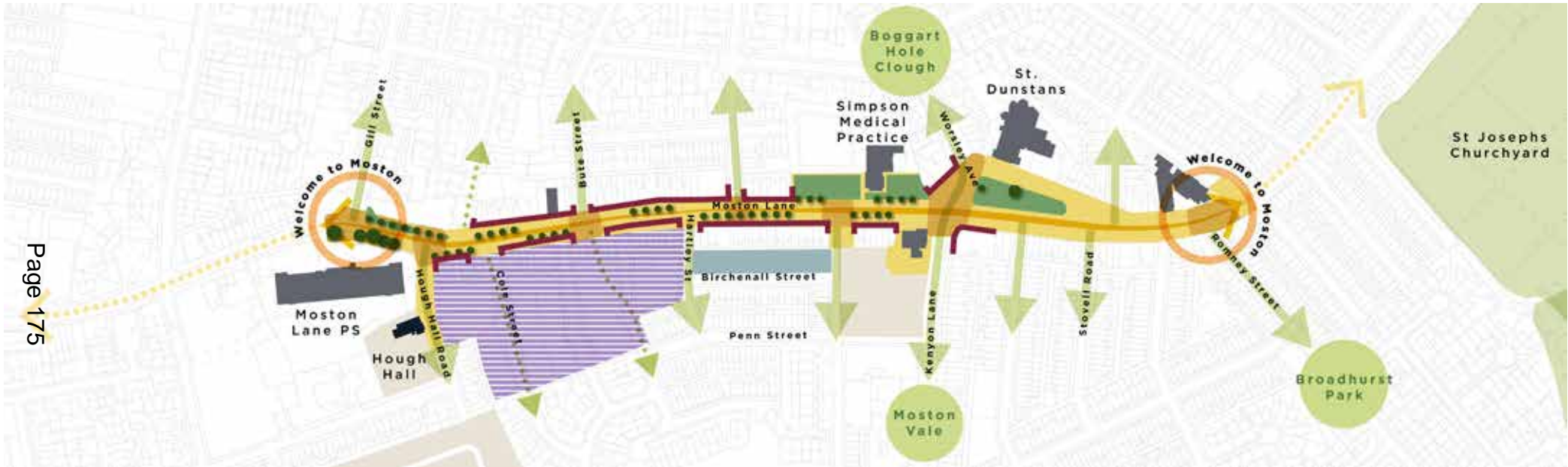
These changes could be brought forward both in the short term and longer term. Short term interventions could include pop-up seating areas, temporary park-lets and raised planters along the corridor. This allows the trial of interventions to test ideas and bring improved amenity and experience to users, whilst longer term designs and proposals are being developed.



'SuDS'.....what this means

Sustainable drainage systems (SuDS) are a way of draining surface water as an alternative to using networks of pipes and sewers. By mimicking natural drainage processes, SuDS aim to reduce surface water flooding, improve water quality and enhance the amenity and biodiversity value of the environment.





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Figure 7: Framework elements focusing on Moston Lane

- Key**
- Proposed redevelopment parcels
 - Residential-led redevelopment and location for new public square
 - Additional street car parking and environmental improvements
 - Public open space
 - Pocket parks (Moston Green, Peace Gardens and Simpson's Memorial Garden)
 - Enhanced Moston Lane public realm corridor
 - Gateways to Moston formed through public realm and landscape enhancements
 - Links to wider street movement network
 - Pedestrian links to wider street movement network
 - Moston Lane facing frontages that could be improved





Improved signage and wayfinding

Moston Lane should have new gateway features that signals a positive arrival to the centre and new public square for visitors and those on foot and bike. This would form part of a wider wayfinding and signage strategy. Focused on Moston Lane, the wayfinding strategy would signpost proximity to the important local green spaces and community facilities.

A coherent Moston Lane brand identity should be established. A distinctive and confident brand will help to establish the core of the centre, signal arrival to Moston and create opportunities for a stronger visual connection between media marketing and the environment. This branding could form part of the wider wayfinding strategy.



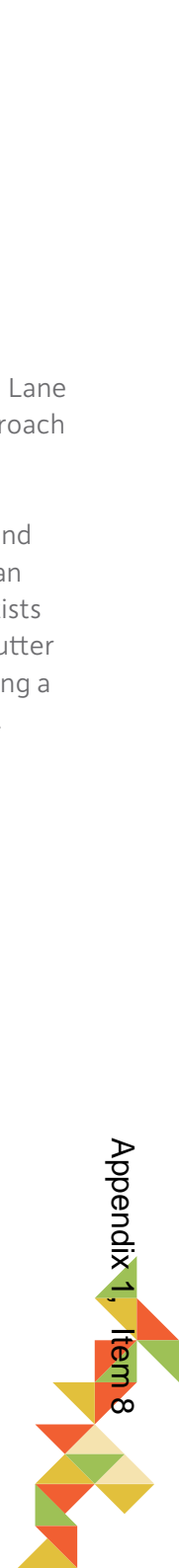
Improved walking and cycling along Moston Lane

Encouraging active travel along Moston Lane will help to create a more accessible and sustainable local centre and walking and cycling routes should be improved along Moston Lane. This could include wider pedestrian footways, more frequent and /or enhanced pedestrian crossing points and improved cycle provision. Secondary parallel routes to the south of Moston Lane, which will be pedestrian focused, will provide access to the new public square as well as access to surrounding residential areas and new development, offering an alternative, quieter walking link to Moston Lane.



Shop frontage improvements

Focusing on the shop frontages along Moston Lane and Kenyon Lane to create a coordinated approach to shop frontage appearance. Improvements can achieve better overall consistency that helps to create a more pleasant, memorable and comfortable centre experience. There is also an opportunity to engage with local students/artists to create an extended programme of shop shutter artwork, animating the streetscape and creating a colourful environment beyond opening times.





Project 5

Supporting more sustainable movement

The movement strategy identifies a number of streets on the northern and southern sides of Moston Lane that could be used to promote walking and cycling, connecting people to local amenities and surrounding parks and open spaces. This will improve choice and provide alternatives to the car and encourage modes of transport that reduce carbon emissions. The strategy will achieve this by:

Improving the quality of routes for sustainable travel

A number of streets have been identified for improvement so that they encourage active travel. Changes could include:

- footway improvements including widening to provide more space for people, businesses and bus stops, narrowing of vehicle junctions to create safer, direct crossings for people and improved materials;
- better directional signage to outdoor spaces;
- improved street lighting along routes;
- cycle lane provision and supporting cycle parking provision; and
- green infrastructure and tree planting to provide separation to vehicle carriageway

These changes will allow easier access on foot, by cycle and provide improved bus facilities as well as opportunities to link through to development and investment sites as well.

In addition, where new development opportunities are identified new development should promote pedestrian movement to the top of the movement hierarchy. Clear, safe and comfortable east-west secondary pedestrian connectivity, to the south of Moston Lane across opportunity areas, has the potential to be created. This would reduce travel distances on foot or by cycle through the area, potentially addressing issues of short vehicular trips across the neighbourhood.



Image credit: Cyclehoop





Integrated with public transport

Alongside strengthening the attractiveness of routes through the area, it is recommended that ‘cycle hubs’ are delivered on Moston Lane, and at key destination points next to bus stops along Moston Lane and in Moston’s new public square to encourage greater dwell time.

Providing secure, overlooked cycle parking at these hubs, delivered alongside enhanced bus stop/shelter and real-time passenger information will encourage more sustainable and active travel journeys.

From these hubs it will then be possible to follow defined routes to access points to local open spaces (such as Boggart Hole Clough and Broadhurst Park). At these locations additional secure cycle parking will be provided, to encourage sustainable travel to and from these spaces and to also deal with the challenging gradients into these areas that might preclude some cyclists accessing these areas.

Currently there are no indicators of travel times/ distances to facilities that fall within a 2km walk or 5km cycle of the area, which should be provided as part of the movement strategy.



Image credit: Cyclehoop





Greener streets

Improving the quality of connections between Moston Lane and its surrounding variety of open spaces is important, as it will encourage more people to use them more of the time. Better design (changes to street design) and visual connections (features informing users that the street connects to a bigger greenspace) can be used to achieve this.

The movement strategy creates a clear street hierarchy that identifies which streets lead to open green spaces, including Boggart Hole Clough, Moston Vale and Broadhurst Park. It focuses on improving those streets which provide a direct link to and from these spaces. Environmental improvements could include branded and colour co-ordinated signage along key routes, further greening of streets with planters, parklets and tree planting, rain gardens and wildflower planting, temporary and permanent seating and local grow spaces. There may also be opportunities to temporarily widen footways for pedestrians and cyclists to establish these streets as the main connectors to surrounding green spaces.

Increasing the number of people using the spaces such as Moston Vale, that currently suffers from anti-social behaviour issues, can begin to help self-police and reduce opportunities for anti-social behaviour. There are also opportunities to introduce larger areas of play space, explorer trails, ecological restoration, walking and mountain bike routes to Moston Vale. Similar interventions within Clayton Vale have helped to diversify the use of the space as well and attracting a variety of different people to use it.

Part of the street hierarchy should also create safer, more sustainable pedestrian, cycle and young/elderly movement choice to important well-being and community spaces. There are a number of secondary streets which could be used to achieve this.





Figure 8: Illustrative movement framework



Project 6

Enhancing existing spaces

Moston Lane's three pocket spaces 'Moston Green', 'Simpson's Memorial Garden' and 'Peace Garden' have the potential to be improved to offer greater diversity and type of pocket park space along Moston Lane.

Each space will be enhanced to support the vitality of the local centre and support the wellbeing of its community. The sketch concepts shown illustrate how a interventions could improve the public realm quality, setting and function of each of the spaces.

Moston Green - fronting St Dunstan's Church

To improve the functionality and atmosphere of the green, the primary pathway could be expanded, providing more space for gatherings and socialising together with new seating. Rationalising the area of railing is also being considered, with the possibility of transforming the small triangular space into a rain garden that utilises nearby surface water. Efforts to enhance biodiversity within the area will involve preserving deadwood and introducing new insect hotels. Additionally, to add a touch of vibrancy and interactivity, colourful sensory play elements could be incorporated. New signage and wayfinding will help give the space a stronger sense of identity.

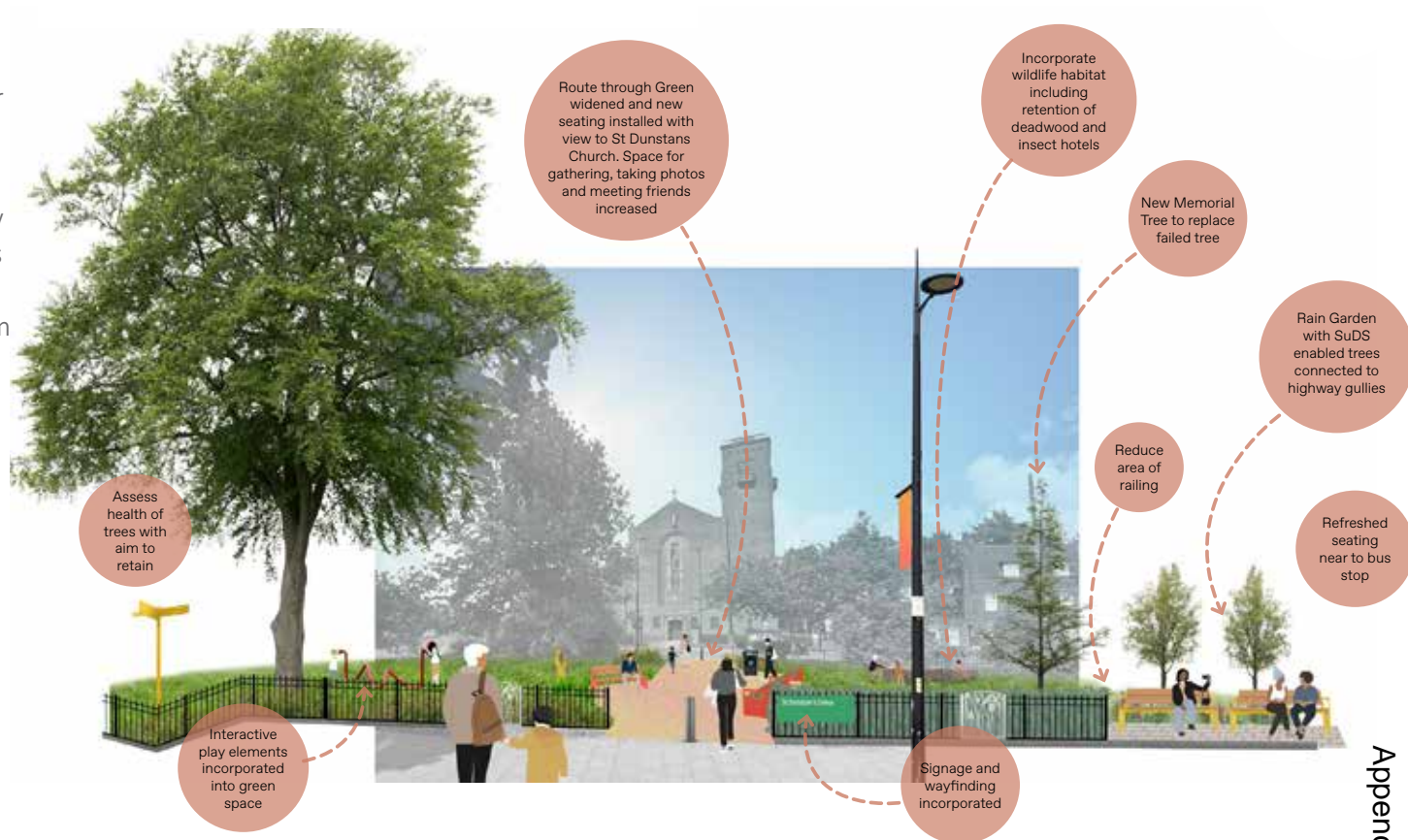


Figure 9: Initial sketch ideas exploring key themes for Moston Green



Simpson's Memorial Garden

The plans include enhancements to the main path to improve accessibility and create a stronger sense of arrival. Within the garden new interactive elements affixed to the existing shipping storage container will help to blend it into the surroundings.

To activate the space and provide the local amateur dramatics group and other groups with an external performance area an outdoor stage is suggested. A screen which could support climbing plants is proposed to help mask adjacent buildings. New signage and wayfinding will be incorporated to help users navigate the gardens and associated buildings as well as an improved community notice board. The main grassed area will be maintained as multifunctional space while incorporating additional biodiversity features along its edges.

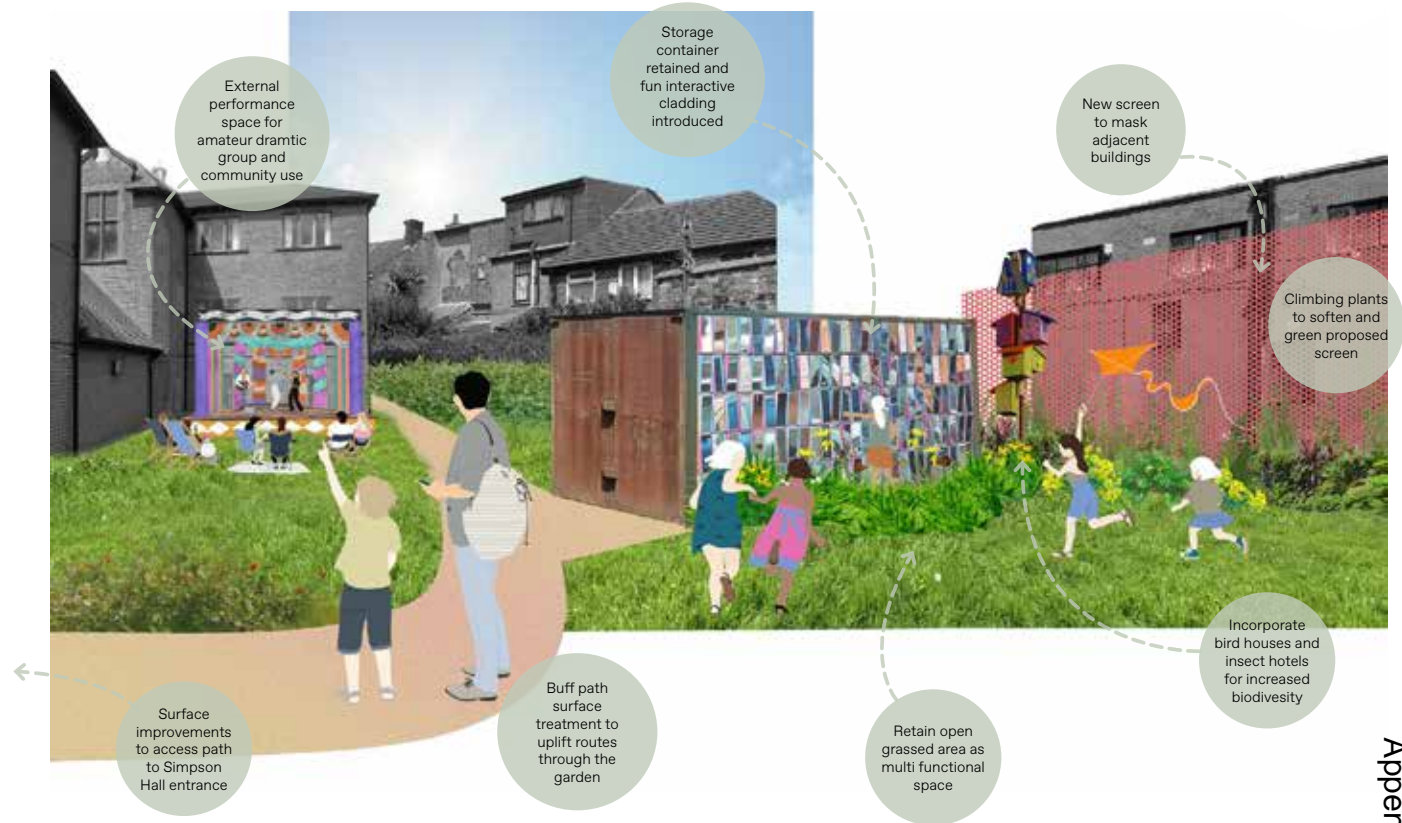


Figure 10: Initial sketch ideas exploring key themes for Simpson's Memorial Garden





Peace Garden

The proposals include improved connections and path enhancements to encourage people to move through the space and create a more inviting atmosphere. New seating will be included near the existing bus stop to provide people with a place to sit, rest and wait, with clear visibility of an approaching bus. New signage and wayfinding will help give the space a stronger sense of identity and compliment the enhancement of existing features like the Peace Mosaic and Memorial Stone. Colour and vibrancy will be incorporated through informal play and biodiversity elements including insect hotels.

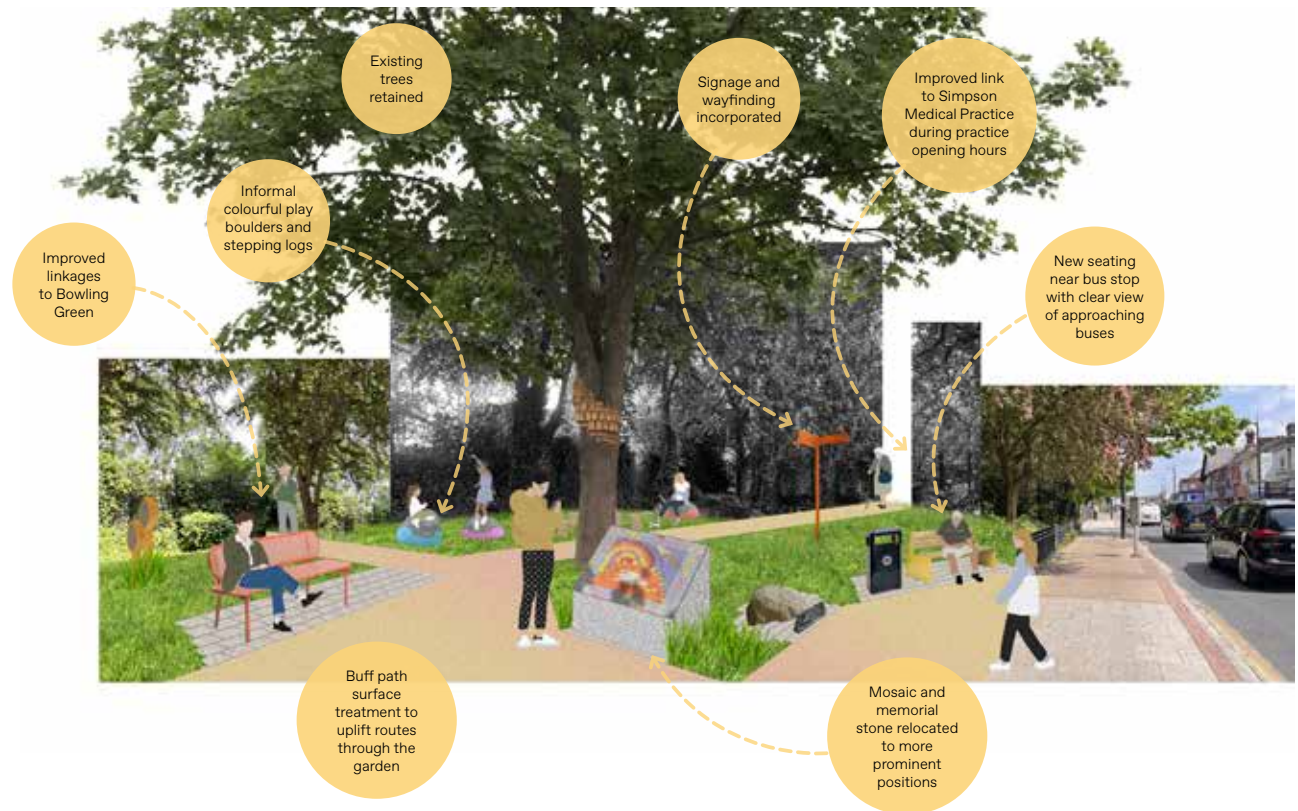


Figure 11: Initial sketch ideas exploring key themes for Moston Lane Peace Garden





Project 7

Improving car parking

Parking provision across Moston is provided in an unstructured way. As an example the short-stay parking bays on Moston Lane lack enforcement and so these ‘shopper-focused’ spaces are invariably used for long-stay parking, limiting the turnover of spaces and potentially having a negative impact on local businesses.

To address this the framework introduces a hierarchal approach to parking across the local area. The short-stay on-street parking on Moston Lane should be retained and enforced, to ensure a greater turnover of spaces and to increase visits to the local retail offer. Parking provision should be formalised as part of design improvements to Moston Lane carriageway, creating clear parking areas and reducing conflict with pedestrians.

To the south of Moston Lane, as part of the sites identified for investment and opportunity, an integrated, attractive, overlooked multi-functional west - east linear corridor could accommodate residential and visitor parking whilst promoting pedestrian movement.

As part of this, Birchenall Street could also accommodate additional car parking for visitors to use within close proximity to Moston Lane.

Providing parking in this format will ensure that longer stay parking is only a short walk from the retail offer along the length of Moston Lane, and at the same time ensuring the space remains attractive to use both day and night for visitors, residents and for local community events.

In providing this reordered parking provision it will be necessary to better manage and allocate kerbside space for loading allowing easy access for local businesses to be serviced without competing for kerbside space.



9. Development opportunity sites

Development opportunities around Moston Lane are focused across areas where land is currently underutilised or which, if redeveloped in line with the vision and objectives of this framework, could create impactful change to the local neighbourhood.

There are pipeline proposals for over 200 new homes on sites either with planning approved, planning pending or in a pre-planning phase which are expected to be delivered. This includes 175 new affordable homes which will significantly enhance the choice of quality affordable homes in Moston.³

Six immediate opportunity areas and an additional five longer term opportunity areas have been identified.

Of these sites, two have not been previously identified as a potential residential development sites and could therefore potentially be new additions to Moston's residential pipeline.

Proposals will need to align with current and emerging housing and planning policies of the Council and GMCA. The appropriate mix and tenure of new homes will be determined on a scheme by scheme basis through the planning process. In response to the analysis of the current supply of homes, the mix should include shared ownership and rent to buy, which will ensure that new homes delivered are available to support residents to own their properties rather than just increasing the supply of homes in the private rented sector. It should also include social rent and affordable rent, ensuring that the supply of homes for rent is increased and its quality enhanced, especially in terms of energy efficiency.

The following opportunity sites were considered:

1. Sites for investment and opportunity - Moston Lane Local Centre - 1.21ha
2. Ebsworth Street Car Park - 0.22 ha
3. Birchenall Street - 0.15 ha
4. Land off Winston Road - 0.65 ha
5. Land adjacent to Tulketh Industrial Estate - 0.92 ha
6. Hough Hall Road - 0.18 ha
7. Land west of Kenyon Lane - 0.39 ha
8. Sites for investment and opportunity - Tulketh Industrial Estate - 0.94 ha
9. Gill Street East - 0.1 ha
10. Gill Street West - 0.23 ha
11. Land off Ivy Street - 0.12 ha

A - Moston Campus - the former MCR College site redeveloped for new homes - 1.33 ha

³Moston Lane Housing Market Analysis' by Manchester City Council 2021

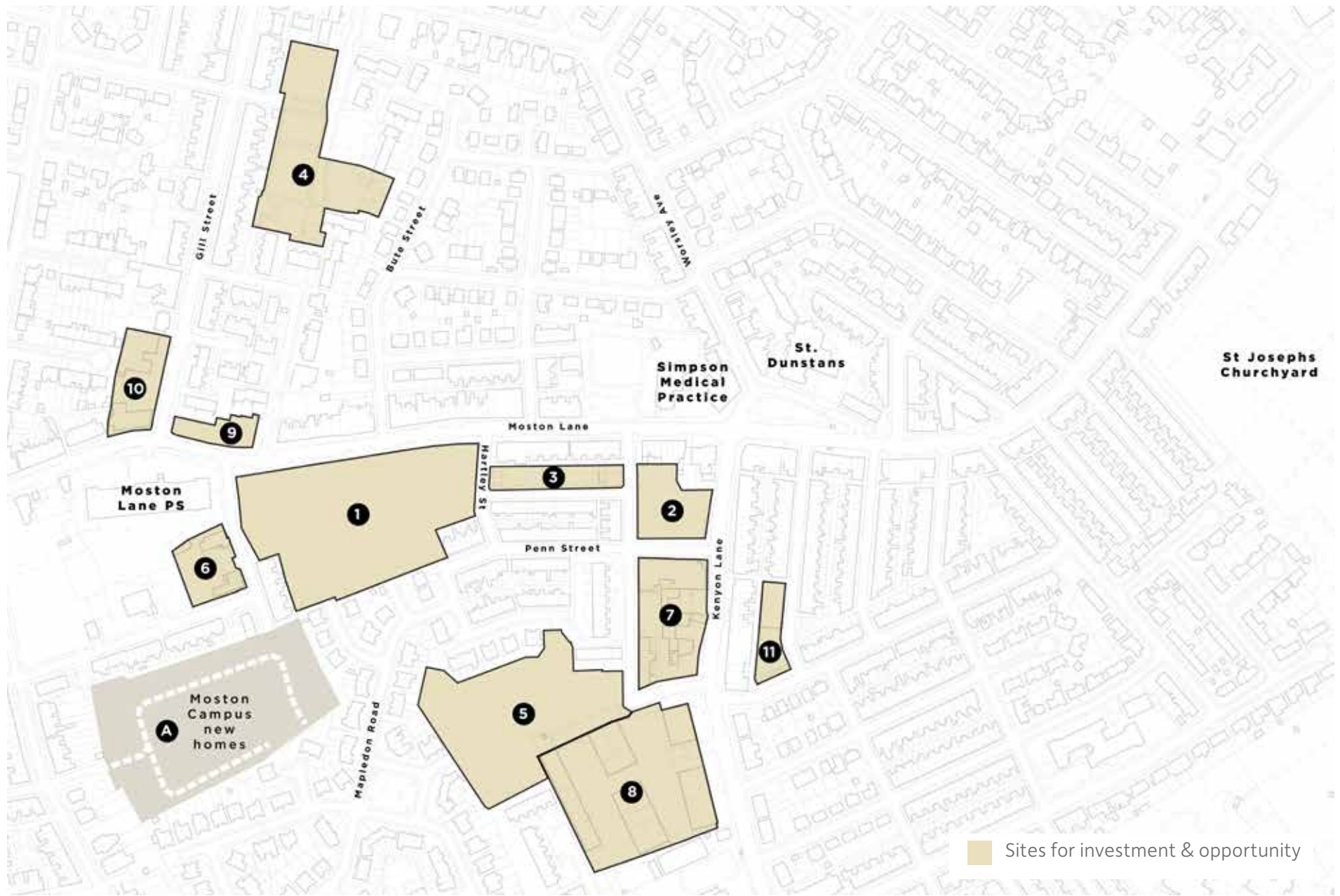


Figure 12: Potential sites for investment and opportunity





SITES 1, 2 & 3: NEW LOCAL CENTRE

Sites 1 - 3 combine to create a transformational change to the centre of Moston, including quality residential-led mixed use development, a public civic space and new walking routes across a coherent and attractive public realm.

The exact extent of land available with direct frontage is to be determined but the framework seeks to establish a development presence onto Moston Lane. The framework also seeks to establish stronger and more direct pedestrian accessibility west - east, in parallel to Moston Lane. This may include the relocation of some current uses to accommodate this connection, subject to further engagement. The framework sets out a potential approach to provide alternative accommodation, if required.

Site 1: Vacant Land and Moston Lane Frontage

Site 1 is the combination of various surface car parking sites occupying land cleared for future housing as well as parades of retail units. There are current issues with parking, access and servicing of the retail units on Moston Lane and limited opportunities to enable residents to dwell within the Centre. The three cleared sites, which are allocated residential sites, combine to deliver

new residential led development with some community/local retail uses on the ground floor.

New development blocks and urban townhouse development could front onto a new civic space and pedestrian focused east - west sustainable link, connecting new residential development with local amenities.

The framework sets the broad principles for the area for potential parties to further develop detailed proposals.



Image of Site 1 currently as a cleared site for future residential-led development



Site 2: Ebsworth Street Car Park

Linked to unlocking a new local centre is the redevelopment of the Ebsworth Street Car Park. This site could provide potential re-provision of existing uses elsewhere within the area in order to deliver a new local centre. Development on this site could create a new frontage onto Kenyon Lane whilst still providing formal car parking for shops and improved parking for future uses on the site.



View looking across Site 2

Site 3: Birchenall Street

Echelon parking bays and environmental improvements could be delivered along Birchenall Street with the aim of improving the appearance of the street. This approach would address the unattractive backs of the shops through boundary screening, tree planting, improved pedestrian footways, buffer planting and lighting to create a more attractive and safer street environment for local residents. The existing carriageway could also be narrowed, accommodating the echelon parking bays, widened footways along the existing terraced properties and formalised resident parking bays, to manage and calm vehicle movements along the street.



View looking along Site 3

The public parking would offer slightly longer free parking than Moston Lane to serve local shops and provide an increase in the provision of parking currently along Birchenall Street.

Implementation of interventions along Birchenall Street would be subject to further engagement with current owners, with the aim being to reduce ASB in the area, reducing the cost of managing and policing the area and creating a more fit-for-purpose servicing provision for existing retailers.





SITE 4: LAND OFF WINSTON ROAD

Redevelopment of the cleared sites around Winston Road provides the opportunity to deliver modern, well-designed energy efficient homes close to Moston Lane. The scheme could add new development frontage onto Winston Road and Hodge Street.

The focus should be on providing modern, terraced and energy efficient homes. The aim being to offer affordable homes which provide a modern and attractive alternative to the older terraces within the neighbourhood, accommodating couples or families, supporting stability and use of the local centre.

New homes should be designed to create eyes on the street and re-enforce connections through to Moston local centre. There is the potential to bring homes forward in the short term, which respond to local needs and meet the Council's aspiration for design and place quality.



Figure 13: Illustrative layout of how a proposed residential development could come forward for Site 4 (may be subject to change).



SITE 5: LAND ADJACENT TO TULKETH INDUSTRIAL ESTATE

The scheme illustrates how this area could be brought forward as a new residential development, making use of a currently vacant space which is subject to issues of ASB and fly tipping. Other uses may also be appropriate for the site. One key advantage to residential development on the site is the opportunity to create formalised, good quality pedestrian connections through the site, connecting Mapledon Road to the west with Kenyon Lane to the east. This would form part of the wider pedestrian and active travel network for the southern part of Moston, sustainably connecting existing residential areas to the core of Moston's new civic space and centre.

New residential development could be focused on delivering 3-4 bedroom homes targeting families, given the proximity to local amenities in the area including schools and the health centre.

The site is a former clay pit site and it is anticipated that it may have constraints below ground which would need to be identified and confirmed through more detailed site assessments.

Development of the site could create a new green corridor linking Whitaker Street and Watermans Close encouraging more residents to walk when accessing local amenities along Moston Lane and Kenyon Lane. Vehicular access should be designed in a manner that prevents full through routing for vehicles.

Longer term, this site could come forward as part of a wider residential redevelopment opportunity area, linked to the Tulekth Industrial Estate. The suitability of an holistic residential development would be subject to the long term proposals for the Tulketh Industrial Estate (longer term site no.8) and whether the site could transition to residential in the long term.



Figure 14: Illustration of how a proposal could come forward for Site 5 (may be subject to change).





Longer Term Sites

- 7. Land west of Kenyon Lane - 0.39 ha
- 8. Tulketh Industrial Estate - 0.94 ha
- 9. Gill Street East - 0.1 ha
- 10. Gill Street West - 0.23 ha
- 11. Land off Ivy Street - 0.12 ha

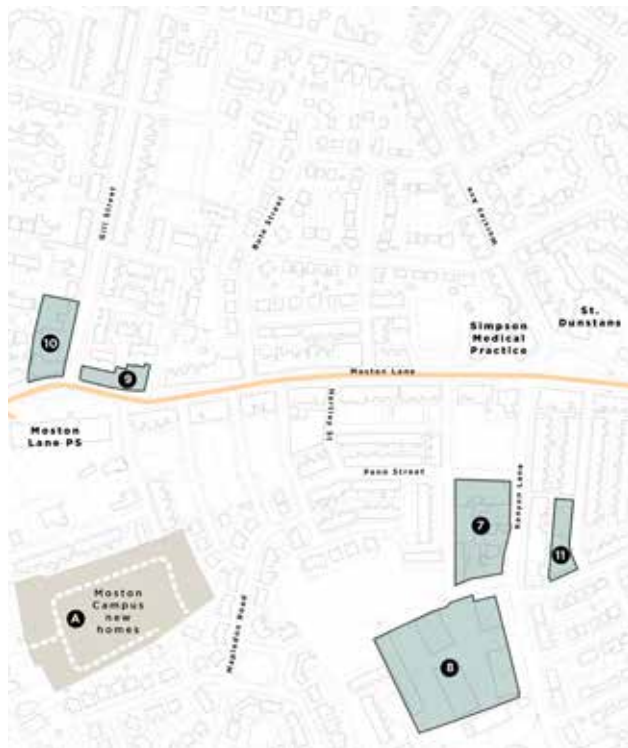


Figure 15: Longer term sites for opportunity and investment

Residential opportunities to support future local centre vitality

A number of the opportunity sites are defined by new residential development. Proposals should seek to respond to the gaps in the existing local housing provision – providing a range of affordable modern mid-sized homes, particularly family homes, across a range of tenures including shared ownership.

Schemes should support best practice in design including building sustainability, a commitment to net zero and consideration of neighbourhood management.

The most appropriate route to delivery should be considered on a site by site basis and development partners could include This City, Registered Providers and local developers seeking to provide quality affordable homes.

There are likely to be opportunities for sites to be delivered in parallel in response to local demand.





10. Consultation

A draft version of this Neighbourhood Development Framework was consulted on during summer 2023. A full report on the consultation process and the feedback from residents was produced and presented to Manchester City Council's (MCC) Executive in October 2023, alongside a report seeking endorsement of this framework. The Executive report and the consultation report can be found on the Council website, however a summary is presented below.

The consultation ran for 4 weeks from 26 June to 23 July 2023 and was managed by officers from the MCC Development Team. MCC sent out a range of consultation materials before and during the consultation period to inform residents and local businesses about the draft strategy, as well as to engage and inform the target audiences.

Consultation materials and publicity

Postcards were sent to 2,975 homes and businesses in the local area to alert people to the consultation. These postcards were distributed to homes and shops in the wider neighbourhood around Moston Lane, as these are the residents and businesses who live and work locally and are best placed to comment on the proposals in the framework.

The postcard included a link and QR code to the online consultation and information about the in-person consultation sessions taking place in July. Digital versions of the postcard were also issued through community networks, and posters advertising the consultation were given to shops on Moston Lane to put up in their windows, along with a banner outside Simpson Memorial Hall.

A press release was also sent out on 26 June to local and industry media, and the consultation was featured on the MCC website and was posted across MCC's social media accounts.

Online Consultation

A webpage for the consultation was set up on the manchester.gov.uk website and went live on 26th June. Also, this provided information on the key principles of the draft framework and a link to a downloadable PDF version of the full draft Strategy. The webpage also included a link to the online questionnaire and details of the in-person engagement sessions.



Consultation event at the Simpson Memorial Hall, July 2023





Public consultation events

Two public consultation drop-in sessions were held in the main hall in Simpson Memorial Hall, located on Moston Lane. The events were held 3-6pm on Thursday 13 July and 12-3pm on Saturday 15 July. Both sessions were staffed by representatives from MCC’s Development, Strategic Housing and Neighbourhoods Teams, alongside landscape architects from CW studio Ltd, who are designing the enhancements to three green spaces in Moston Lane.

At each event, visitors could look at the consultation boards, which showed the overall vision and objectives for Moston Lane, and highlighted plans for a new public square, new affordable homes, improved travel around Moston Lane and enhancing green spaces. MCC officers were also available to discuss any queries about the draft strategy. An A3 hard copy of the full draft strategy was also available for visitors to read.

Both events were well attended, with approximately 120 attendees on the Thursday and 114 attendees recorded on the Saturday.

Targeted Engagement Groups

Officers from the Neighbourhoods team also identified a number of local groups to engage:

- Moston Lane Trader’s Association
- Moston Home Watch
- Moston Muslim Community Centre (Masjid Al-Noor)
- Bowler’s Club
- Moston Matters



Consultation event with local traders, Sunday 16th July 2023

Summary and evaluation of responses

In total, 494 completed questionnaire responses were received, of which 43 were hard copy questionnaire responses and 451 were completed online. This represents a healthy response rate, and compares with 271 responses to the Wythenshawe Civic consultation in 2022 and 268 returns for the Gorton District Centre NDF consultation in the same year.

The headline proposals in the draft Moston Lane NDF were positively received. In many cases, respondents raised legitimate questions about how the proposals would be delivered and/or managed over the long-term (e.g. how the new square would be looked after, or what tenure the new homes would be), and such questions will be considered as and when the individual projects come forward.

The draft NDF document was amended to reflect the feedback received, and has been captured in this final version of the framework. This includes the addition of a new section - Section 11 - of the document, to address the Moston Lane ‘retail offer’, and respond to questions about school and health provision.



11. Wider issues raised in the public consultation

Retail / Food & beverage

A large number of respondents to the consultation commented negatively on the shops along Moston Lane, noting that there was a large number of hair and beauty salons, barbers, convenience stores and off licences, but a lack of recognised high street brands or shops selling clothing, footwear and similar ‘comparison’ goods. Similarly, places to eat and drink were in short supply, it was said, other than takeaways.

A snapshot analysis of the retail offer undertaken following the consultation confirms these comments, as does the previous business survey referenced on page 13. Hair/beauty and convenience stores/off licences do make up nearly half of the total number of shops along Moston Lane, which is arguably more than might be expected on an ‘average’ high street with Moston Lane’s characteristics. That said, many of these shops are independent and/or family-run traders, and they are evidently responding to a local demand for these services. It is also true that Moston Lane enjoys an enviably low vacancy rate of 3%, with just 4 out of 132

shops empty when surveyed in July 2023. This compares favourably with other locations around Manchester and with the national picture in terms of high street performance. It should also be remembered that, in terms of broader planning policy, nearby Harpurhey is considered the primary retail area for Moston Lane and contains both the shopping centre and also the large Asda superstore.

There are nonetheless opportunities to use the Development Framework to improve the ‘offer’ on Moston Lane. One major barrier to new, larger retailers coming to the area is that the shop units themselves are generally all small, ground floor units that do not have the required floorspace required by many high street retailers and food and beverage (F&B) operators. Larger units could be provided around the new public square that is proposed in the framework, with the retail/F&B forming the ground floor and residential homes above, and such an arrangement would also help to animate the new square. The commercial viability of this option will be explored as the plan for the square come forward – it is recognised that the wider retail environment

across the UK remains challenging. However, as the square and adjoining buildings will be built on MCC-owned land, the Council (and any delivery partner) will have control over who retail units are let to, and on what terms. This means the Council can develop a commercial strategy for the new retail units that aims to diversify the retail offer, and ensure any new businesses moving into the square are appropriate and add value to the area.

A second action in relation to retail will be to look at how existing businesses on Moston Lane can be supported to grow in the future, and/or improve their existing commercial performance. One suggestion raised by a number of respondents to the consultation was for a ‘shopfront improvement’ programme, with publicly funded investment in shop signage and the physical fabric of shop units. Whilst there are many precedents for such programmes around the country, they can prove prohibitively expensive, particularly in a location such as Moston Lane with a very long high street and a large number of individual units to invest in. Such schemes



are also not guaranteed to succeed if they do not also address the wider economic and environmental issues in an area.

Instead, officers from Development and Work and Skills will speak with the Business Growth Hub to identify a potential package of business support measures that could be rolled out to the existing traders on Moston Lane. This could include advice and guidance around investment, funding and strategy, or specific training on certain aspects of business or management. Funding for this activity will come from existing mainstream funding and through the GMCA's UK Shared Prosperity Funding.



Shop fronts on Moston Lane





Buses

Moston Lane is served by a large number of bus routes, most of which start/end at Piccadilly Gardens and connect continue onto Middleton, Higher Crumpsall and Oldham. Many residents complained about the frequency and journey times for some of these routes, and also the lack of connections to other parts of the city. It was also pointed out that the busiest stops outside the Post Office had no bus shelter.

Bus routes and scheduling are the responsibility of TfGM, however given this feedback officers will work with colleagues across Growth and Development and Highways to engage with the relevant teams at TfGM to relay these comments and make them aware of the proposals within the NDF.

Education

Some respondents to the consultation were keen to understand how more homes and more people living in the area would impact local services, including school and health provision.

In terms of education, there are a number of primary schools in and around Moston Lane. As the housing schemes set out in the Development Framework come forward and the precise number of homes, size and tenure become clear, officers will provide this data to the Children's and Education service to allow them to revise their forecasts for the demand for pupil places in and around Moston Lane.

It is important to note that the demand for pupil places is not solely driven by new homes: people moving to the area from elsewhere in Manchester or beyond is often the primary driver for in-year demand for places, and the Children's and Education service monitor this across the city through the twice-yearly school census.

Health

With significant new development taking place across north Manchester, including in Collyhurst and Victoria North, there are a number of discussions taking place between colleagues in the NHS and city council about future health and social care requirements. As well as growing populations in locations such as Moston Lane, the ageing population also needs to be considered, alongside the changes to the way in which health and care services are delivered. The future transformation of North Manchester General Hospital will also impact how services are provided across the north of the city.

In terms of the specific requirements for residents in and around Moston Lane, there is a question over whether the existing GP surgery at the Simpson Memorial Hall is sufficient to meet current and future needs. It may be that one of the proposed development sites within the framework could provide space for an expanded and improved healthcare facility. These options will be explored in consultation with NHS and health partners as the sites come forward for more detailed design.





12. Action Plan

Set out below is a high-level action plan for the delivery of this Framework and the projects set out. Progress against these actions will be managed by a working group made up of council officers, and ward members will be updated on the action plan via regular briefings. Local residents and businesses will be consulted on specific proposals on a project-by-project basis, as appropriate.

Note on timescale
 Short-term 0-12 months
 Medium-term 1-2 years
 Long-term 3 years+

Action Number	Objective/Theme	NDF Reference	Action Plan Reference	Action	Owner	Budget/Funding	Timescale (S/M/L- Term)
1	Moston's Public Square	Project 1	1a	Undertake a detailed feasibility study to determine the optimal size, location and configuration of a new public square.	Development Team	Existing	S
			1b	Devise a funding and delivery strategy for both the new square and associated commercial and residential development.	Development Team	Existing	S
			1c	Once a funding and delivery strategy is in place, consult with the local community on detailed design.	Development Team	TBC - subject to funding strategy	M/L
2	New homes	Project 2	2a	Undertake appropriate due diligence on housing sites identified in the NDF, and identify funding and delivery strategy for each site.	Development Team / Strategic Housing	Existing	S/M/L
3	Improved rented stock	Project 3	3a	Relay the feedback from the NDF consultation to the Housing Compliance and Enforcement Team and discuss options for further proactive work in the Moston Lane area.	Development Team & Neighbourhoods	Existing	S
			3b	Support rollout and promotion in Moston Lane of the GM Mayor's 'Good Landlord Charter' (subject to consultation)	Development Team / Strategic Housing	Existing	S/M
4	Enhancing Moston Lane corridor	Project 4	4a	Subject to funding being identified, undertake physical improvements to Moston Lane (e.g. widening of footways, tree planing, SUDs, signage, Active Travel measures).	Development Team / Highways	TBC	M/L
			4b	Install alleygates to rear of Moston Lane to help tackle fly-tipping	Neighbourhoods	Shared Prosperity Fund (SPF)	S
			4c	Explore options for commercial waste agreement to help managed waste and reduce littering	Neighbourhoods	Shared Prosperity Fund (SPF)	S/M
			4d	Invest in Simposon Memorial Hall to improve physical appearance and functioning of the venue.	Development Team / Estates	Shared Prosperity Fund (SPF) & MCC Asset Management Plan funding	S/M
5	Supporting more sustainable movement	Project 5	5a	Engage with TfGM to relay the feedback about bus services in Moston Lane, and make them aware of the long-term development proposals in the NDF.	Development Team	Existing	S
			5b	Identify funding streams for Active Travel improvements and Green Improvements on streets identified in the NDF.	Development Team / Highways	TBC	M/L
6	Enhancing existing spaces	Project 6	6a	Enhancements to the Peace Gardens, Moston Green, and the garden at the Simpson Memorial Hall	Development Team	Shared Prosperity Fund (SPF)	S
7	Improving car parking	Project 7	7a	Undertake detailed on and -off street parking survey to understand existing level of demand and patterns of use; this will inform future development plans.	Development Team / Highways		S
			7b	Subject to network review and traffic assessment to look implement a one-way system at the back of Moston Lane from Albine St to Ebsworth St.	Neighbourhoods / Highways	Shared Prosperity Fund (SPF)	S
8	Retail	pg. 48	8a	Work with the Business Growth Hub to identify options for business support, including potentially a second Small Business Roadshow following the one in 2022.	Work & Skills / Neighbourhoods	Existing	S
			8b	Develop or facilitate larger retail units in or around Moston Lane, to facilitate growth of existing businesses and/or to attract new occupiers with larger floorspace requirements.	Development Team	Subject to location, ownership etc.	M/L
9	Community Safety	N/A	9a	Review feedback from consultation and identify if any additional enforcement activity required in relation to issues identified, and engage with GMP as required.	Neighbourhoods	Existing	S
10	Community Cohesion	N/A	10a	Identify potential activity and interventions to address issues raised by the consultation, in line with MCC's Building Stronger Communities Strategy	Neighbourhoods	Existing	S/M/L

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Appendix 1, Item 8



Moston Lane Development Framework

Manchester City Council

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Final Draft
October 2023



Funded by
UK Government



Appendix 1, Item 8



Moston Lane Neighbourhood Development Framework: report from the public consultation in June/July 2023

Contents

1. Introduction
 2. Consultation Process
 3. Summary and evaluation of responses
 4. Conclusions and next steps
- Appendices

1.0 Introduction

- 1.1 As part of MCC's district centres programme the MCC Development, Strategic Housing and Neighbourhoods Teams are working together to deliver a range of projects and improvements in and around Moston Lane in north Manchester.
- 1.2 One of the initial steps in this programme of work is the drafting of a Neighbourhood Development Framework (NDF) for Moston Lane, the aim of which is to help secure and promote the future growth and sustainability of Moston Lane in the years ahead.
- 1.3 The draft NDF sets out a vision of Moston Lane as a "vibrant centre where families, community and culture mix along rejuvenated streets and new community-focused spaces".
- 1.4 This vision for Moston Lane will be achieved through seven projects set out in the framework:
 - a) Establishing a stronger local centre with the creation of a new community focused space, able to host events, activities and comfortable dwell time within the heart of the local centre.
 - b) Supporting the delivery of new homes on various opportunity sites within the local centre.
 - c) Improve the quality and management of existing private rented stock.
 - d) Enhancing the quality of public realm along Moston Lane, humanising the corridor to allow for spill out space, environmental improvements, and improved pedestrian facilities.
 - e) Supporting more sustainable movement around the local centre and to surrounding green spaces.
 - f) Enhancing our existing green spaces to offer improved functions for the local community.
 - g) Rationalising car parking and improving the provision of parking within the centre.
- 1.5 This document provides a summary of the feedback from the consultation on the draft Neighbourhood Development Framework. It is intended to provide a standalone account of that consultation for future reference, including when the final draft of the NDF is presented to MCC's Executive for endorsement.

2.0 Consultation Process

- 2.1 The consultation ran for 4 weeks from 26 June to 23 July 2023 and was managed by officers from the MCC Development Team. To note, written responses received by post after 23 July were accepted and the results included in this analysis.
- 2.2 MCC sent out a range of consultation materials before and during the consultation period to inform residents and local businesses about the draft strategy, as well as to engage and inform the target audiences. A dedicated email address (district.centres@manchester.gov.uk) was also set up before the consultation period.

Consultation materials and publicity

- 2.3 On 26 June MCC officers sent out postcards to 2,975 homes and businesses in the local area to alert people to the consultation. These postcards were distributed to homes and shops in the wider neighbourhood around Moston Lane, as these are the residents and businesses who are most likely to live, work and connect locally and therefore impacted by the proposals in the framework. The postcard and the distribution area are at Appendix 1.
- 2.4 The postcard included a link and QR code to the online consultation and information about the in-person consultation sessions taking place in July. Digital versions of the postcard were also issued through community networks, and posters advertising the consultation were given to shops on Moston Lane to put up in their windows, along with a banner outside Simpson Memorial Hall.
- 2.5 A press release was sent out on 26 June to local and industry media. The consultation was also featured on the MCC website and was also posted across MCC's social media accounts (see appendix). A dedicated email address (district.centres@manchester.gov.uk) was also set up as another channel for residents to use to provide feedback.

Online Consultation

- 2.6 A webpage for the consultation was set up on the manchester.gov.uk website and went live on 26 June 2023. This provided information on the key principles of the draft Strategy and a link to a downloadable PDF version of the full draft Strategy. The webpage also included a link to the online questionnaire and details of the in-person engagement sessions.

Elected Members

- 2.7 The ward councillors in Moston had been involved in discussions about the draft framework since the work commenced in 2022, and they provided advice and support on the adopted consultation strategy with the local community. When the consultation was launched, ward members followed this up by circulating the consultation information through their networks, and promoting it in their conversations with residents and businesses in Moston. Members also attended a number of the in-person events that were held.

Public Consultation Events

- 2.8 Two public consultation drop-in sessions were held in the main hall in Simpson Memorial Hall, located on Moston Lane. The events were held 3-6pm on Thursday 13 July and 12-3pm on Saturday 15 July.
- 2.9 Both sessions were staffed by representatives from MCC's Development, Strategic Housing and Neighbourhoods Teams, alongside landscape architects from CW studio Ltd, who are designing the enhancements to three green spaces in Moston Lane (see 'Pocket Parks' below).
- 2.10 At each event, visitors could look at the consultation boards, which showed the overall vision and objectives for Moston Lane, and highlighted plans for a new public square, new affordable homes, improved travel around Moston Lane and enhancing green spaces. MCC officers were also available to discuss any queries about the draft strategy. An A3 hard copy of the full draft strategy was also available for visitors to read.
- 2.11 Both events were well attended, with approximately 120 attendees on the Thursday and 114 attendees recorded on the Saturday.
- 2.12 At both events, hard copies of the feedback form were provided with a freepost envelope to assist residents without internet access.

Targeted Engagement Groups

- 2.13 Officers from the Neighbourhoods team also identified a number of local groups to engage:
- Moston Lane Trader's Association
 - Moston Home Watch
 - Moston Muslim Community Centre (Masjid Al-Noor)
 - Bowler's Club
 - Moston Matters



Public consultation drop-in sessions at Simpson Memorial Hall on 13 July (top) and 15 July (bottom).

3.0 SUMMARY AND EVALUATION OF RESPONSES

Total Responses

- 3.1 In total, we received 494 completed questionnaire responses, of which 43 were hard copy questionnaire responses and 451 were completed online. This represents a healthy response rate, and compares with 271 responses to the Wythenshawe Civic consultation in 2022 and 268 returns for the Gorton District Centre NDF consultation in the same year.

About the people who responded

- 3.2 Three quarters of respondents live on or near Moston Lane. Looking at the additional comments provided, it seems that many respondents who don't actually live on Moston Lane used to, or still have, family in the area.
- 3.3 27.6% of respondents said they visited Moston Lane for shopping, which is notable given that a) Moston Lane is only a local centre, and Harpurhey is – in planning terms – the primary shopping destination in this part of the city; and b) many people responded negatively in terms of the quality of the retail offer along Moston Lane.
- 3.4 Nearly 70% of respondents (68.8%) visit Moston Lane at least once a week, whilst 10% did report 'never' visiting – this perhaps reflects those residents who live elsewhere in Moston ward who replied to the consultation.

Current perceptions of Moston Lane (Q4), and hopes for the future (Q13)

- 3.5 We asked people "How would you describe Moston Lane in 3 words?", and also "Use 3 words to describe how you would like Moston Lane to be in the future". The responses are listed below and set out in two 'word clouds'.

<p>"How would you describe Moston Lane in 3 words?"</p> <p>Top 10 most used words:</p> <ul style="list-style-type: none"> • Dirty • Unsafe • Scruffy • Busy • Rundown • Disgrace • Neglected • Dangerous • Scary • Disgusting 	<p>"Use 3 words to describe how you would like Moston Lane to be in the future."</p> <p>The top 10 most used words were:</p> <ul style="list-style-type: none"> • Clean • Safe • Vibrant • Friendly • Community • Green • Modern • Welcoming • Attractive • Diverse/Inclusive
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Above: word cloud of responses to Q4 "How would you describe Moston Lane in 3 words?"

Feedback on our objectives for Moston Lane (Q5)

3.7 We asked people “What do you think about our objectives for Moston Lane?”. The seven objectives are listed below, along with the responses:

1. **Establishing a stronger local centre and creating new community focused space.** 71% of respondents were in support.
2. **Delivering new homes within the local centre.** 68% respondents were in support of this proposal.
3. **Improve the quality and management of private rented homes.** 85% respondents were in support of this proposal.
4. **Improving the public realm along Moston Lane.** This received the highest level of support, from 88% of respondents.
5. **Supporting sustainable movement around the local centre and to surrounding green spaces.** 80% of respondents were in support.
6. **Enhancing our existing spaces to offer improved functions for the local community.** 81% expressed support.
7. **Improving provision of car parking.** 76% respondents were in favour.

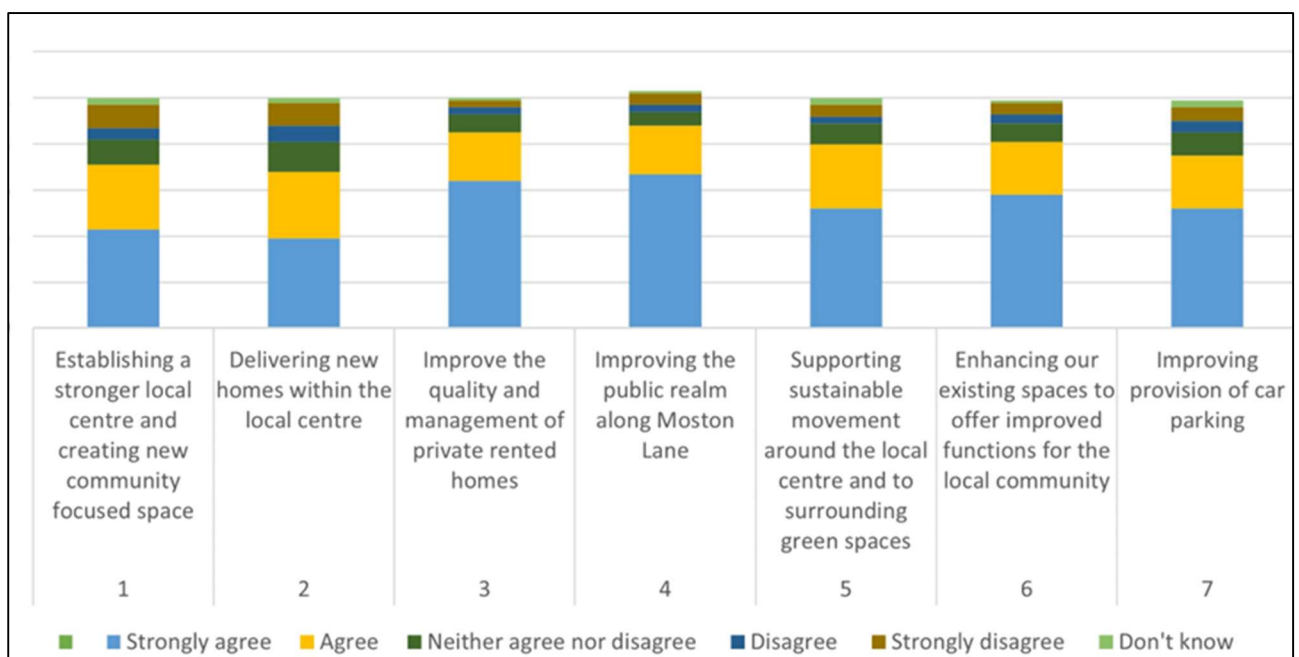


Figure 1: Responses to ‘What do you think about our proposals for Moston Lane?’

3.8 The strong positive response indicate that the framework has correctly identified many of the issues of concern in Moston Lane, and has set out a series of responses to those issues that local residents support.

Feedback on proposals for a new public square

- 3.9 Moston Lane does not currently have a particular focal point or space where people can meet and where events can take place. This was identified as a weakness in the draft framework, and the creation of a new square somewhere along Moston Lane was identified as an objective for the future.
- 3.10 We asked people “Would you like to see a new square like this in Moston?” (Q7) and “What do you think are the important things that would go into a new square in Moston?” (Q8).
- 3.11 Overall, respondents were supportive of a new public square in Moston, with 68% of respondents in favour (see Figure 2).

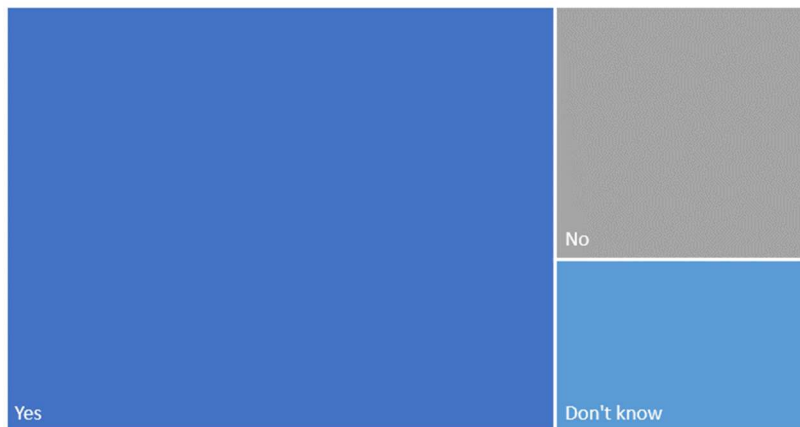


Figure 2: Illustration of responses to ‘Would you like to see a new square like this in Moston?’

- 3.12 Responses to Question 8, and what residents would like to see in a new square, are set out below in Figure 3. Several respondents [17] wished to see a range of shops, cafes or restaurants on the square. Other comments received also supported the idea of community events.
- 3.13 A large number of responses [83] expressed concern about potential for anti-social behaviour in the square. Additionally, several of these respondents wished to see security measures such as CCTV, or increased police presence.
- 3.14 Some respondents supported the idea of high-quality, maker’s markets in the square, however, some respondents queried the need for a market in Moston, given its proximity to Harpurhey market.
- 3.15 Other comments [22] wanted to understand how the square would be maintained and cleaned.

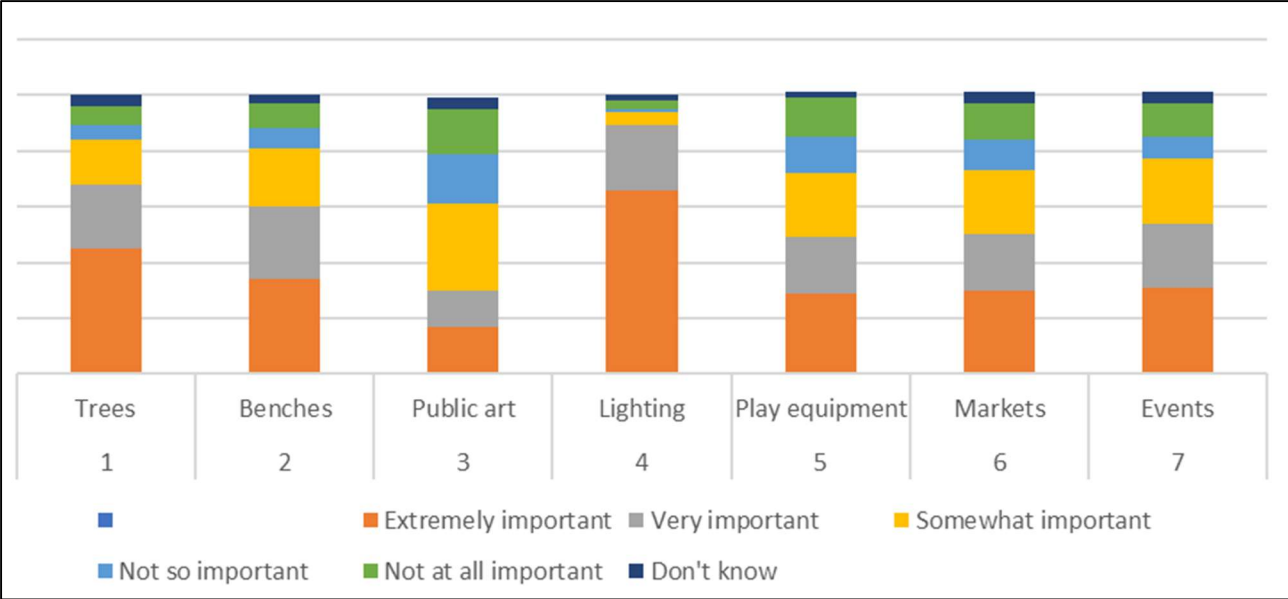


Figure 3: Responses to 'What do you think are the important things that would go into a new square in Moston?'

Pocket Parks

- 3.16 Along Moston Lane there are three areas of green space that the draft framework identified as requiring investment – these are the Peace Gardens, St Dunstan’s Green, and the front garden area of the Simpson Memorial Hall.
- 3.17 For the purposes of the consultation these three spaces were termed ‘pocket parks’ and we asked people “Do you use any of these pocket parks?” (Q10) and “Do you have any suggestions to improve these three pocket parks?” (Q11).
- 3.18 Overall, the majority of respondents [72%] said they did not currently use the pocket parks, as illustrated below in Figure 4. Many comments received referenced anti-social behaviour as a deterrent to using these spaces. However, several respondents welcomed the idea of designing these spaces to improve their perception of safety i.e. improved lighting, and better visibility on to Moston Lane.

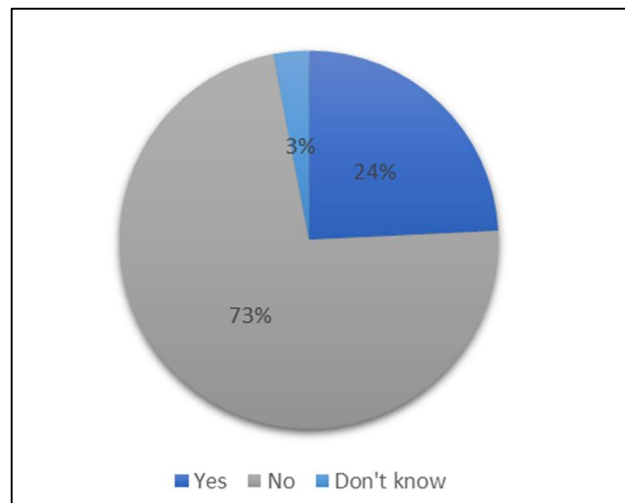


Figure 4: Responses to ‘do you use any of these pocket parks?’

- 3.19 Among the suggestions to improve these pocket parks, several respondents wished to see more colours or different types of plants [20], in addition to more seating [19] and better lighting [19]. Many residents also said that they wanted to see improved cleanliness and maintenance of the pocket parks. These comments will be used to inform the proposals for the pocket parks currently being developed.

New Homes

- 3.20 There are a number of sites within the Moston Lane NDF area where residential development is planned to come forward, with some schemes on site, and some still being designed.
- 3.21 Respondents were asked “Do you support new homes being built on vacant land?” (Q12). 69% respondents supported new homes, 21% said they do not, and 10% said they do not know, as per Figure 5 below.

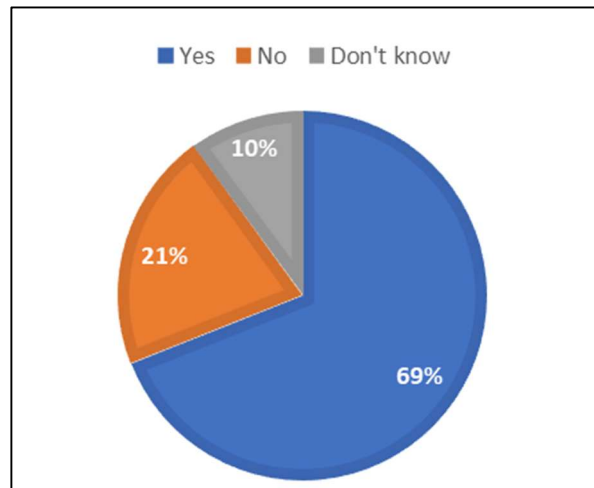


Figure 5: Responses to 'do you support new homes being built on vacant land?'

- 3.22 Several respondents supported the provision of affordable tenures, and many expressed dissatisfaction with the private rented sector in the area. A number of respondents also raised the question of new school places and additional health capacity to meet the needs of the residents who will occupy the new homes. These points have been addressed in the updated framework document.

Other issues raised

- 3.23 Whilst the focus of the consultation was on the changes proposed in the draft Development Framework, we were conscious that residents may have their own ideas about what changes should be made in Moston Lane, and that there may be other issues that we need to be aware of as we finalise the framework. As such, we asked people “Do you have any other ideas about what changes we should consider for Moston Lane?” (Q6) “Is there anything else you think we should consider as part of the new framework?” (Q14).
- 3.24 A number of particular topics came up in both the written feedback and in the course of the consultation events.
- 3.25 **Moston Lane Shops:** Although the survey did not include a specific question regarding the shops on Moston Lane, a large number of respondents expressed dissatisfaction with the current retail offer on Moston Lane. Several respondents highlighted that the shops did not appeal to them, with some respondents expressing their dissatisfaction with the condition of the shop frontages. This issue, and the potential responses to it, has been considered in the updated NDF.
- 3.26 **Hough Hall:** Although we did not ask a specific question on Hough Hall, some respondents [10] raised questions on the future of this property. Those that commented on Hough Hall were in agreement and expressed disappointment at the state of Hough Hall, highlighting that its restoration or preservation should be included in the development framework.
- 3.27 **Neighbourhood and environmental issues:** several respondents expressed dissatisfaction over neighbourhood issues within the Moston Lane corridor, including:
- Fly-tipping
 - Pest Control
 - Littering
 - Encroachment by traders on the footway
 - Parking on the pavement
- 3.28 Whilst the above matters are not within the intended scope of a development framework, they have nonetheless been identified as important to the community. These comments, and others addressing wider ‘environmental’ issues, have been shared with the MCC Neighbourhoods Team, and work has already started with other services across the Council to prioritise areas in and around Moston Lane and take a holistic and intensive neighbourhood management approach. This has been included in the action plan in the final draft of the NDF.

Community cohesion

- 3.29 In both the questionnaires and the in-person events there were frequent references to immigration, race and ethnicity, and the changing demographics in Moston Lane over the past twenty years. Many of these comments were in the context of the retail offer, and the perception that most shops were now focused on serving particular ethnic groups.

- 3.30 Age and ethnicity questions were not included in the online or written questionnaire (they are not routinely included in MCC consultations such as this), so it is not possible to specify any particular patterns around which groups expressed such sentiments.
- 3.31 Such issues of ‘community cohesion’ and ‘integration’ are not new to the city and are not unique to Moston. In 2022 the Council consulted on its first Integrated Communities Strategy, and in 2023 it is anticipated that the Council will publish its first Building Stronger Communities Strategy. The issues raised through this consultation have been picked up through the Council's community sentiments analysis process and will be a priority for North Manchester's delivery of the strategy.
- 3.32 The Moston Lane NDF can support these efforts to promote integration in a number of ways, as the role of the physical environment in helping to shape communities is well-recognised. At a basic level, providing good quality new and refurbished open spaces – as set out in the framework – can over time allow for greater mixing between groups who might otherwise be separated by housing patterns or income. Creating attractive, safe neighbourhoods with a good range of shops and amenities also promotes stronger community spirit, as do local community groups, such as Moston Matters, who bring people together from a wide variety of backgrounds.

Consultation and feedback from local groups and stakeholders

- 3.33 Specific meetings or consultation sessions were arranged with a number of local groups and organisations, as follows.
- 3.34 **Moston Lane Trader's Association:** given the work commitments of the people running businesses on Moston Lane, a separate briefing session was provided for them on Sunday 16 July. 24 shop owners and shop tenants attended. The topics raised included:
- The new square: traders were keen to understand where this would be located, and the potential impact on adjacent businesses if any demolition was required.
 - What type of new shops or food/beverage outlets would be located in the new square, and how they would be marketed and let.
 - Timescales for the changes proposed in the NDF.
 - Support available to existing businesses on Moston Lane to improve/expand/invest in their premises.
- 3.35 **Moston Matters:** this group is a 'community pride campaign', bringing together businesses, residents and the Council. It aims, celebrate what makes Moston and New Moston unique and vibrant places to live and work, and has helped to deliver projects such as the banners erected on Moston Lane. Officers had previously briefed the group on an early draft of the framework, and its members were written to and invited to submit their comments as part of the consultation process.
- 3.36 As the various projects within the framework are delivered in the years ahead, Moston Matters will continue to provide a helpful consultative forum for officers to test proposals and discuss new initiatives.
- 3.37 **Moston Muslim Community Centre (Masjid Al-Noor):** Representatives from the Centre have highlighted that they are interested in expansion to better meet the needs of a growing community, and a petition was submitted during the consultation, signed by worshippers, expressing a keenness to secure a site in Moston Lane. Officers are now in dialogue with the representatives from the Centre to better understand their requirements, and this will form part of the NDF action plan.
- 3.38 **Moston Home Watch:** Officers from the MCC Development Team attended a Moston Home Watch meeting on 6 July 2023. The Home Watch Group is based in New Moston which is outside the area covered by the draft development framework.
- 3.39 The feedback raised by the group included:
- Several respondents felt that MCC predominantly focus on Moston Lane, and although New Moston is part of the Moston ward they feel forgotten.
 - Many residents of New Moston used to live nearer to Moston Lane but have moved away due to its perception as unsafe/unwelcoming.
 - In line with feedback from other consultation responses, several respondents raised that the shops on Moston Lane are untidy/ need attention, and that there are no shops for them on Moston Lane, hence only visit the area if essential.

- 3.40 **Simpson Memorial Bowling Green members:** Overall, the Bowlers were supportive of the proposals. Similar to the above, they highlighted that the retail offer need to broadening to make Moston Lane appeal to them.

Conclusions and next steps

- 4.1 The headline proposals in the draft Moston Lane NDF were positively received. In many cases, respondents raised legitimate questions about how the proposals would be delivered and/or managed over the long-term (e.g. how the new square would be looked after, or what tenure the new homes would be), and such questions will be considered as and when the individual projects come forward.
- 4.2 The draft NDF document will, where possible, be amended to reflect some of the feedback received, for example to address the Moston Lane 'retail offer' and to respond to questions about school and health provision. The updated NDF will be presented to the MCC Executive for endorsement, and thereafter officers will start the process of delivering the projects and interventions set out in the framework, subject to funding and any further approvals that may be required (e.g. planning permission). Further consultation on specific projects will be undertaken on a case by case basis.
- 4.3 The wider environmental, liveability and community cohesion issues identified during this consultation will be assessed and addressed, in consultation with teams across MCC and partners such as GMP.

Appendix 1: Postcard issued to residents in the NDF red line area, and plan of the red line area



Moston Lane – have your say

Help shape the future of Moston Lane

Take a look at our vision for Moston Lane and tell us what changes you'd like to see in the local area. You can see the proposals online and have your say at manchester.gov.uk/consultations or via the QR code below – the consultation closes on 23 July.

Our proposals include:

- A new public square
- New affordable homes to rent and buy
- Improvements to local green spaces.

Find out more at one of our drop-in sessions at Simpson Memorial Hall:
 Thursday 13 July, 3–6pm
 Saturday 15 July, 12 noon–3pm




Appendix 2: Consultation Boards

Moston Lane Development Framework

Introduction 1

Our Vision

'Moston Lane is a vibrant centre where families, community and culture mix along rejuvenated streets and new community-focused spaces.'

Our Objectives

1. Creating a new local destination for Moston, a new place that offers spaces for the community, residents and local businesses to come together.
2. To provide more opportunities for visitors to spend longer together in Moston Lane in attractive new spaces.
3. To make most of Moston Lane's open spaces and heritage assets.
4. To support Moston to be an attractive, safe and vibrant neighbourhood with exciting opportunities for all.
5. To enhance the health, quality and diversity of affordable and market homes, and improve the quality and management of existing stock.
6. Provide new, sustainable homes that integrate with existing stock.
7. Local businesses continue to prosper and new retail and commercial uses attract to the area.

What is a Development Framework?
A development framework is a plan for how an area can improve in the future. The Council uses development frameworks to help it decide how to plan and how to use its land, and to help guide private investment in an area.

What is the purpose of the Development Framework for Moston?
Moston Lane has many strengths, but we think there are a number of ways the area could be improved. There are also opportunities to build new affordable homes in Moston Lane.

The Development Framework sets out our proposed improvements, and what we think we can build new homes.

By putting it all into a plan it will help make sure these changes are done in a coordinated way, and so that residents and businesses can see what is proposed.

Moston Lane Development Framework

New Public Square 2

A new public square

- Located along Moston Lane, the new public square will create a destination for Moston.
- It will help support the existing high street and could be a space for events, markets, food, culture and community events.
- The new square would be designed to be a hub for activity, and
- Other events could be held, the space could accommodate markets, events, seating or play equipment for younger families to enjoy.

What would this look like in the 'new' square?

- Cafes and restaurants
- Play space for children
- Community events
- Trees and planting

Examples of potential activities at Moston Lane that could be included in Moston Square

Moston Lane Development Framework

New Homes 3

New affordable homes in Moston

Manchester City Council is committed to delivering 30,000 new homes (including 10,000 affordable) as part of its New Housing Strategy 2022-2032.

Where will the new homes go?
There are a number of areas in Moston Lane that are suitable for new homes. The Council will be working with the local community to build on these sites.

What types of homes will be built?
The Council will be working with the local community to build a mix of new homes. This includes new types of affordable housing, including shared ownership and buy-to-rent.

Who will build the new homes?
The Council will continue to work with existing developers, and will also be working with new developers to build new homes.

Who will be the new homes for?
The new homes will be built to meet the needs of the local community, and will be available to a mix of people, including those who are in need of affordable housing.

Examples housing projects recently delivered by Manchester City Council and partners

Moston Lane Development Framework

Moston Lane: Getting Around 4

Improving Moston Lane

We want to make it easier for people to travel to Moston Lane and around the wider neighbourhood.

How will we do this?

- More space for walking and well lit routes for people to walk, cycle and push a pram.
- Additional trees, planting, and lighting.
- Wider pedestrian footways, more benches and seating, and additional planting, lighting and street furniture.
- Better cycle parking, storage and repair.

Improving connectivity

- Schemes designed to promote pedestrian movement and better access to public transport, and
- Consider measures to include new trees planting and anything to improve the quality of the environment.

'SUDS'... what this means
Sustainable drainage systems (SuDS) are a way of slowing surface water as an alternative to using networks of pipes and sewers. By mimicking natural drainage processes, SuDS aim to reduce surface water flooding, improve water quality and enhance the amenity and biodiversity value of the environment.

Example photos of potential active travel and new findings

Moston Lane Development Framework

Pocket Parks 5

Enhancing existing spaces

- Moston Lane has three pocket parks: 'Moston Green', 'Simpson Memorial Hall Garden', and 'The Place Garden'.
- We would like to improve these spaces so that they can be used by more people. We also want to find ways to make them attract more birds and insects, and
- On this page are some initial ideas for these spaces. We will consult the community again when we have developed the design further.

Moston Green - fronting St Dunstan's Church

Simpson Memorial Hall Garden

Peace Garden

Moston Lane Development Framework

Get Involved! 6

There are a number of ways you can get involved and have your say on these draft plans:

1. You can fill out the online questionnaire using the link or QR code below: www.manchester.gov.uk/info/200024/consultations_and_surveys
2. If you would prefer a paper questionnaire please ask one of the staff at this event
3. You can also email comments to district.centres@manchester.gov.uk

The consultation runs until 23rd July.

Once the consultation period ends, we will assess the feedback we have received and consider how the framework could be amended to address the comments and suggestions provided.

The final draft of the framework will then go to Manchester City Council's Executive to be endorsed, and it will then be published on the Council website.

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Appendix 3 – media release (screengrab from MCC website)

https://www.manchester.gov.uk/info/200024/consultations_and_surveys/8601/moston_lane_consultation


Consultation - Development plan for Moston Lane welcomes feedback from locals

Monday 26 June 2023

More Articles

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A public consultation has opened Monday 26 June urging local people and businesses to have their say on the long-term vision for Moston Lane.

The Lane is the economic heart of the Moston neighbourhood and the Council has produced a development framework to help guide investment in the area over the coming years and support the area to meet its potential – including a new public square.

Moston Lane has been the heart of the local community for decades and boasts a number of heritage buildings alongside a range of local and independent shops and three small pocket parks.

However, visiting the district centre is undermined by the volume of traffic, informal car parking and limited opportunities for meeting and spending time in the area with friends and family.

The Lane also suffers from poor active travel opportunities, which means visitors are more likely to travel by car rather than walking and cycling.

A key aim of the proposals is to invest in a Moston Lane that puts people at the heart of the district centre – rather than the car – leading to a greener, more attractive and sustainable destination, enhancing the existing public spaces and creating a definite sense of place.

The Lane is surrounded by attractive green spaces – including Boggart Hole Clough, Moston Vale, Broadhurst Fields and Broadhurst Clough – and the proposals would look to promote improved sustainable travel through the wider neighbourhood.

The framework also responds to high demand for new housing in the city and the potential for Moston to support the delivery of more modern affordable family housing using across a number of identified sites.

The Moston Lane Development Framework sets out to:

- Create a new local centre and public square for Moston with a clear 'sense of place.' A place that offers space for the community, residents and local businesses to come together
- To provide more opportunities for visitors to spend longer together in Moston Lane in attractive new spaces which can support a vibrant programme of events
- Make more of and enhance the existing green public spaces
- Support Moston to be an attractive, safe and vibrant neighbourhood
- Create improved and safer streets that provide walking and cycling opportunities for all – and a more connected neighbourhood that is less car focused
- To enhance the choice and diversity of quality affordable and market homes – and improve the quality and management of existing housing
- Provide new, sustainable homes that integrate with existing streets
- Support local businesses to continue to prosper and promote opportunities for new retail and commercial units to grow



Appendix 4 – media coverage

Manchester Evening News

<https://www.manchestereveningnews.co.uk/news/what-vision-moston-could-look-27202786>

What the vision for Moston could look like... and how to have your say

£1 million of Manchester City Council's successful Shared Prosperity Fund (UKSPF) bid will go towards rejuvenating Moston



Manchester Evening News

Bookmark



Comments 13



The new vision for Moston Lane, Manchester (Image: Manchester City Council)

Manchester City Council's vision for a complete overhaul of **Moston's** centre is on the horizon - and they want the community to have their say on what should be included.

Moston Lane is the economic heart of the area and the council has produced a development framework to help guide investment over the coming years. This multi-million pound vision, aided by the council's successful Shared Prosperity Fund (UKSPF) bid, hopes to bring a new public square and encourage locals to spend more time in the centre.

The funding will be used for a range of projects in and around Moston Lane, including enhancements to two public spaces at Moston Green and the Peace Gardens.

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There will also be investment in local heritage assets as well as wider work to improve the local environment that includes new alley gates and commercial bin stores.

The council has highlighted that visiting the district centre and its various heritage buildings is undermined by the volume of traffic, informal car parking and limited opportunities for meeting and spending time in the area with friends and family. Additionally, 'The Lane' also suffers from poor active travel opportunities, which means visitors are more likely to travel by car rather than walking and cycling.



The new vision for Moston Lane, Manchester (Image: Manchester City Council)

MOST READ

1



Every cancelled and delayed flight from Manchester Airport on Tuesday, August 29

2



Coronation Street's Jane Danson 'heartbroken' as she responds to co-star Samia Longchambon's 'sad' update

3



Stacey Solomon shows controversial move before getting emotional after sharing 'proud' post about rarely seen stepson

4



Coronation Street star Jennie McAlpine confirms arrival of third child and shares old-school name for first time

5



Manchester Airport issues new statement as 35 flights cancelled and thousands hit by huge delays across UK

RECOMMENDED



Corrie's Jane Danson 'heartbroken' over co-star Samia

Place North West

<https://www.placenorthwest.co.uk/moston-in-manchesters-regeneration-crosshairs/>

Moston in Manchester's regeneration crosshairs

27 June 2023 10:09 • Dan Whelan • Comments (13)



A host of interventions, including the creation of affordable homes and redeveloping the local centre, are planned as part of a vision to improve the neighbourhood.

Manchester City Council has launched a public consultation on a development framework for Moston Lane, the main road running through the suburb, located north-east of the city centre.

The framework would aim to make visiting Moston a better experience, deliver homes, reduce traffic, and guide investment in the area.

Some of the interventions include:

- Redeveloping the local centre and public square
- Enhancing existing green spaces, including Boggart Hole Clough, Moston Vale
- Improve active travel infrastructure and reduce traffic
- Support local businesses and promote opportunities for retail and commercial units to grow.

Moston also presents an opportunity to deliver housing and improve existing, poor-quality stock through landlord licensing, the draft framework states.

A site off Whittaker Street abutting Tulketh Industrial Estate has been earmarked for housing, while work to deliver homes on the former Manchester College site is underway.

The upgraded local centre, proposed on land off Moston Lane and around Cole Street, Albine Street, and Pym Street, could also feature an element of residential.

Manchester City Council Report for Resolution

Report to: Executive – 18 October 2023

Subject: Manchester – Major Event Commission

Report of: Strategic Director (Neighbourhoods)

Summary

The purpose of this report is to update the Executive on the formation of an Event Commission, which was set out as part of the Manchester Events Strategy that was adopted in 2019. The Strategy set out a vision 'To be an Eventful City' with a focus on developing a diverse, balanced and benefits-driven events portfolio driven by partnerships. The Events Strategy identified how we would re-purpose our funding to support Events and Festivals, differentiating our investment between events that are aimed principally at supporting community cohesion and animating the city and events aimed at generating significant economic value and profile for the City.

To align Manchester with global best practice in city events planning and strategy, the Manchester Events Strategy identified how the city could establish a collaborative partnership mechanism around events. This would provide a strengthened platform on which the City Council can develop its long term strategic planning and be competitive in identifying, bidding for and securing major events in the future.

Recommendations

The Executive is recommended to:

- (1) Note and endorse the intent to form an Event Commission for the City in order to secure major events in Manchester and to bring in contributions from key partners.
- (2) Request that the Strategic Director of Neighbourhoods and the City Solicitor complete the Terms of Reference and governance arrangements for the proposed Event Commission in consultation with key funding partners.
- (3) Note the proposed budget requirement that will be considered as part of the overall 2024/25 budget options.
- (4) Delegate responsibility to the Chief Executive, the Deputy Chief Executive and City Treasurer and the City Solicitor in consultation with the Leader of the Council to agree and secure major events through the Event Commission model.

- (5) Endorse the establishment of a project team with the Strategic Director of Neighbourhoods as SRO to develop the next phase of the creation of the Event Commission with the key strategic partners and manage the process through the Event Commission for ongoing review and approval.

Wards Affected: All

Environmental Impact Assessment - the impact of the issues addressed in this report on achieving the zero-carbon target for the city
Major event partners will need to demonstrate a commitment to implementing a range of sustainable event practices as part of the planning, management and monitoring of their event in order to support Manchester City Council's (MCC) Carbon reduction target. Exposure to best practice from across the world will help accelerate the City's efforts to encourage all residents, businesses and other stakeholders to take action on climate change

Equality, Diversity and Inclusion - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments
Major Events contribute directly to Objective 3 of the City Council's approach to Equality - Celebrating Our Diversity - providing a key indicator that we will continue to support and deliver a broad range of events that promote the achievements and contributions of our diverse communities and overcome barriers to attendance and participation.

Manchester Strategy outcomes	Summary of how this report aligns to the OMS/Contribution to the Strategy
A Thriving and Sustainable City	Major Events play an important role within the city's economic growth strategy by attracting investment, raising the profile of the city, creating employment opportunities, and contributing to the city's resident and visitor offer.
A highly skilled city	Engagement in high-profile world-class events provides an opportunity for the local event sector to be exposed to industry best practice and new opportunities, enables local residents to learn new skills and to participate in associated creative programmes including volunteering, provides opportunities to improve talent retention in our creative sectors and creates sustainable employment opportunities across the wider event ecosystem and supply chain.
A progressive and equitable city	Engagement in sports, arts and culture through Major Events enables local residents to improve their health and wellbeing, to develop confidence

	and resilience and to learn new skills. Major events also provide the opportunity to build new diverse younger audiences from within and outside the City.
A liveable and low carbon city	Major events raise the profile of Manchester as a safe, welcoming and diverse city region with a strong cultural, sport and place offer making us one of the best places in the world to live, visit, study and invest. Working alongside international event companies provides the opportunity to develop best practice approaches to delivering sustainable events and to develop against the Council's commitment to deliver zero carbon growth.
A connected city	Major Event partners increasingly produce bespoke digital event content to support their activities which support connectivity with other places and extends the reach of their event beyond the local community.

Financial Consequences - Revenue

As part of the 2024/25 budget process approval will be sought for additional annual funding of £2m to support the events commission budget, it will be proposed that the funding will be included as a commitment against the Capital Fund and this will be funded through the growth in retained business rates income as an increased contribution towards the Event Commission. This will be included as a commitment, and the necessary approvals for this budget increase will be sought as part of the overall 2024/25 Council budget approvals. The City Council resources will be supplemented by other partnership funding to provide an annual budget that will be managed by the Events Commission and held by the City Council. Due to the nature of the budget, whilst there will be annual contributions from partners and spending will be aligned to an agreed events commissioning strategy, it will be a rolling budget that will entail any in year unused resources to be carried forward, and this may be part of the events strategy if bids are to be made for larger events that will require increased resources as part of the bidding process.

The proposed annual contribution will provide an ongoing budget for commissioning events and will reduce the need for any in year approvals for one off budget requests when opportunities have arisen. The Councils funding will be alongside funding contributions from other partners which are currently being negotiated. The setting up of the events commission budget will enable;

- Provision of event pump-prime funding which will attract wider public and private sector partnership funding – and facilitate access to wider funding sources - leveraging a minimum external investment of £4 for every £1 of funding

- Opportunities to generate net additional spend/Economic impact benefits through major events - £10 for every £1 invested as a minimum.
- Achieving National and International media reach and profile.
- Generating significant social impact for residents beyond the delivery of event itself.

Financial Consequences – Capital

N/A

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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.

Reports to Communities and Equalities Scrutiny Committee:
 Manchester Events Strategy 2019-2029 10.01.2019

1.0 Introduction

- 1.1 Manchester has seen a significant investment over the last two decades in delivering World-Class events starting with the 2002 Commonwealth Games. We regularly host major music and sporting events, managing the logistics of having over 200,000 visitors at our venues in a single day. This has helped develop a reputation for the city of being one of the very best visitor destinations in the World.
- 1.2 However, if we want to be a global top twenty city, we have to keep giving reasons for people to look at Manchester and major events can be both the hook for the conversation – creating a reason for visitors to come and experience us - and a positioning tool to showcase the sectors that will help differentiate Manchester’s offer in the global marketplace.
- 1.3 Manchester Events Strategy 2019 – 2029 set out a vision “To be an Eventful City” with a focus on developing a diverse, balanced and benefits-driven events portfolio driven by partnerships, which would:
- build on Manchester’s strengths and distinctiveness,
 - improve how we effectively promote the city as a top tourism and events destination
 - position Manchester as an events leader in a global marketplace,
 - contribute to the aim of creating a livable city with improved green spaces and access to world-class sports, leisure and cultural facilities,
 - ensure benefits to the economy are achieved through jobs, visitor spend and long-term opportunities
 - ensure residents benefit from events and are engaged, feeling a strong sense of citizenship and pride in the city.
- 1.4 The Events Strategy identified how we would re-purpose our funding to support Events and Festivals, differentiating our investment between
- a) events that are aimed principally at supporting community cohesion and animating the city – the baseline calendar of annual activity that creates animation and vibrancy.
 - b) events aimed at generating significant economic value and profile for the City – the high impact, high profile Statement Events that deliver significant visitor impact and international reach and reflect the vision and ambition of the city.
- 1.5 The City Council’s strategic approach to events to date has been successful in creating a broad annual calendar of events that continues to showcase the vibrancy of the city and some of the unique characteristics of the city region. However, Manchester’s approach has become reactive to major event

opportunities. To be competitive and delivery better value for money, Manchester needs to be more proactive in identifying and prioritising the major event targets. These should be more effectively aligned to our wider economic, social, sporting and cultural outcomes.

1.6 A best practice review of successful event cities on the global stage identified that they shared a number of key characteristics:

- Recognition that major events remain heavily reliant on public sector funding, and have a credible planned investment fund aligned to regional funding to secure and activate major events and governance arrangements with key regional partners to oversee this.
- Alignment is made with regional and national actors to build a collective funding pot and secure external funding.
- Resources are pooled to reduce costs, centrally coordinate a city region's event strategy, and maintain competitiveness.
- A wide range of alternative funding sources and capacity building strategies are utilised including the commercialization of event expertise and building match-funding and value-in-kind propositions.

1.7 Whilst major events continue to offer the strongest opportunity to showcase Manchester's events capability on a world stage, successful event cities increasingly recognise that hosting one significant major event every few years is not enough to make them truly great event hosts and the priority must be to create a calendar of annual events that keep funders, rights holders, organisers, participants and visitors coming back year after year.

1.8 To align Manchester with global best practice in city events planning and strategy, the Manchester Events Strategy identified how the city could establish a collaborative partnership mechanism – termed an Event Commission. The Commission is to provide a strengthened platform on which the City Council can develop its long term strategic planning and leverage increased resources for events that will enable accelerated investment to secure, acquire and develop signature sporting and cultural events of national and international significance.

1.9 With the ability to collectively capitalise on key industry and individual sector insight and ensure that there are strong relationships with external funding bodies and decision makers, the Event Commission will accelerate the delivery of the Event Strategy by:

- Moving away from investing as separate organisations and identifying co-investment opportunities between the partners for events.
- Securing representation and buy-in from key funding stakeholders to ensure there is a sector wide and long-term focus.
- Incrementally building and developing the approach, starting by bringing new event concepts and opportunities to Manchester from 2024 onwards.

- Developing a programme which resonates with all parts of the public, private and third sector, ensuring they have a genuine stake and role – large or small - to play in planning, securing, supporting and delivering events in the city region.
- 1.10 Acknowledging that figures are difficult to compare like for like, published reports indicate that Manchester needs to increase its investment capability in order to be competitive with comparator UK cities. Some competitor cities are less constrained by event resources and are maximizing the use of national support funding (eg Event Scotland), accommodation BID levy funding, Combined Authority Funds and other financial incentives to drive investment.

2.0 Manchester Event Commission

- 2.1 The City Council has been in discussions with Greater Manchester partners, the A-BID, CityCo and Marketing Manchester about the formation of an Events Commission for the City.
- 2.2 The approach being developed will strengthen collaboration between the public and private sector partners in Manchester and provide a viable mechanism for acquiring, investing, developing and leveraging major events to Manchester from 2024 onward. The focus will be to:
- Align Manchester's current structures and partnerships for the collective good and create an events body that is empowered and representative and can work to deliver a unified city event strategy and facilitate the long term strategic planning that is essential to attract and sustain investment
 - Strengthen collaboration with the private sector which is currently underplayed to provide a more effective public-private integration model that can address weaknesses and provide a platform to effectively target new opportunities.
 - Build a collective investment pot which leverages - directly or indirectly - a greater contribution from those sectors who benefit from events being delivered in Manchester
 - Identify and target world circuit events that allow the city region to showcase its particular expertise and strengths as a destination
 - Establish a stronger programme of a small number of high impact home-grown events - which builds over time and where the Intellectual property remains within Manchester - and support non-city-owned events to scale up and increase international and domestic visitor impact.
- 2.3 The Event Commission investment principles would be based on:
- Seeking to make significant (at scale) targeted investments in a small number of statement projects that will be a marker for the city region on the global

stage over the next decade - not an across-the-board uplift in funding for existing baseline events.

- Building a defined programme, built on existing strengths in Culture, Music, Sport, Innovation, Business and Conferencing.
- Providing pump-prime funding which will attract wider public and private sector partnership funding – and facilitate access to wider funding sources - leveraging a minimum external investment of £4 for every £1 of funding
- Generating net additional spend/Economic impact benefits - £10 for every £1 invested as a minimum.
- Achieving National and International media reach and profile.
- Promoting sustainable impact on the event sector ecosystem that will provide year-round benefit and facilitate measurable sector growth and utilise the event assets and facilities within the city.
- Generating significant social impact for residents beyond the delivery of event itself.

2.4 Whilst the City Council's approach to events is currently successful in creating a broad annual calendar of events that continues to showcase the vibrancy of the city, there is little doubt that the approach is reactive to opportunities rather than being proactive in identifying event targets that are aligned to wider economic and social outcomes and the funding is insufficient to meet the wider ambition. We need to be collectively smarter; have a more nuanced and differentiated offer; leverage our partnerships, grow our national and international networks and elevate our profile and influence to shape and maintain our competitive edge and support the future growth of the city-region built on people, place and prosperity.

2.5 The delivery of a selective number of statement events through an Event Commission model will lay the foundations for the initial five-year period that will take us from 2024 through to 2028 and the delivery of the recent successful UK and Ireland bid for the 2028 UEFA Euro's – for which Manchester is proposed as a key host city.

2.6 The Event Commission model will ultimately focus on event opportunities for 2 – 3 years ahead, however, the option to lay down a marker of our future intent and ambition can be achieved from the outset in 2024 – utilising national/ international profile events opportunities already in development to establish the city region firmly within the marketplace.

2.7 The City Council is already committed in 2024 to the Great Manchester Run (final year of current contract), the WOMEX music conference and showcase, Tour Of Britain 2024 (Women's Final Stage), World Para Powerlifting Championships 2024, the National Badminton Championships, Davis Cup Group Stage Tennis 2024, the British Athletics Championships and the UCI Track Champions League and the opportunity to enhance this programme and make a statement of intent against future ambition can be realised through other significant opportunities.

2.8 Additional event opportunities are already on the options plan for 2025 and beyond and The Event Commission would be the primary mechanism to identify the priority targets that should be advanced and funded, with opportunities currently in scope including NBA European Games (2025-27), UK Sport's Major Events Programme opportunities (to be aligned to 2028 LA Olympic pathway), Urban/Action Sports event properties, World Triathlon opportunities, the 2025 Women's Rugby World Cup and British Cycling event properties (Track and Road) as well as high profile national profile events such as the BRIT Awards and the MOBO Awards.

3.0 Major Event Fund - Investment Model

3.1 The City Council currently invests £2.55m per annum from the core mainstream budget to support the baseline annual programme of events, in addition a significant number of other events have been funded on either a rolling basis, as one off opportunities or on a more ad hoc basis. These have included world level events in sports such as swimming, cycling, football, etc.. as well as cultural events such as WOMEX, Manchester International Festival and cultural programmes and live site for global events such as the Olympics and the FIFA World Cup. The Events Commission will enable Manchester to regularise this approach and provide sufficient funds to reduce the requests for one-off investments that are not part of a wider strategic investment plan.

3.2 In line with the Event Strategy 2019-2019, it is advised that the Council should differentiate the c.£1.4m budget for small scale, community and civic events and the festive programme. It is proposed that work is undertaken to seek to increase the gross budget from community events through realising new income opportunities from commercial event activities.

3.3 Separately, it is proposed that existing MCC investments which are currently made into Sports Events bidding, Conferencing and Festivals – along with an initial support staff resource - are deployed as part of the Event Commission (circa £1.15m pa). It is proposed that additional annual funding of £2m is deployed from the growth in business rates income as an increased contribution towards the Event Commission. This will be included as a commitment against the Capital Fund, and the necessary approvals for this budget increase will be sought as part of the overall 2024/25 Council budget approvals. The City Council resources will be supplemented by other partnership funding to provide an annual budget that will be managed by the Event Commission and held by the City Council. Due to the nature of the budget whilst there will be annual contributions from partners and spending will be aligned to an agreed events commissioning strategy, it will be a rolling budget that will entail any in year unused resources to be carried forward, and this may be part of the events strategy if bids are to be made for larger events that will require increased resources as part of the bidding process.

- 3.4 The Event Commission would then seek to grow the core funding for major events by between £4.35m - £4.85m pa to provide a 'core' seed funding pot of £5.5m - £6.0m per annum – with the capability to roll-forward underspends in any year to meet event opportunities in future years.
- 3.5 Conversations have been held with other public funding bodies regarding them contributing to the Events Commission model for 2024 onward. These conversations have been positive, and officers will further these discussions once the Council has made a commitment to establish an Event Commission. It is anticipated that this will further increase the investment capability of the Events Commission by c.£1m-£2m per annum.
- 3.6 Support to provide additional financial contributions on an event-by-event basis has been confirmed by the A-Bid – dictated by the set-up of their event funding allocation. Engagement with other key beneficiary partners will further inform resource deployment.
- 3.7 The momentum in securing 'buy-in' from the key city, regional and national partners - including Arts Council England and UK Sport - to develop a new major event investment and delivery model in Manchester provides confidence that the overarching aim can be achieved, and the City Council should be exploring opportunities to capitalise on this from the outset in 2024.

4.0 Summary

- 4.1 The UK Event Industry is signalling a recovery to its pre-pandemic value of £70 billion pa of which £39 billion was contributed by the leisure events sector, including arts and cultural events, music events and festivals, and sporting and recreational events. At present, the City Council Events Team partners each year with around 40 event organisations in this sector to deliver or facilitate a programme of around 60 calendar events – 170 days of live events – which attracts more than 1.2 million people and generates an estimated £45m+ pa of economic impact through direct spend. The targeted investment into major events under an Event Commission model will significantly strengthen this return and drive a measurable uplift in the visitor economy.
- 4.2 A 2022 study of the eleven Edinburgh Festivals identified that these major events were underpinned by £11m public sector investment but contributed £420m to the Edinburgh economy - £620m when wider Scotland benefits were accrued - and drew in 31% of visitors from outside the country. For every £1 of public sector investment a return of c£33 was delivered, with non-ticket spending accounted for across Accommodation (51%), Food and Drink (25%), Shopping (19%), Transport and Entertainment (6%). The Manchester Event Commission model will position the city to be able to start to target a realisation of these scales of return in the visitor economy, but critically it will also deliver year-round benefits to the event ecosystem of the city region – helping to create and sustain job

opportunities, build and develop the city's specialist skills base and stimulate future investment.

5.0 Recommendations

5.1 See recommendations at front of the report.

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