



Economy Scrutiny Committee

Date: Thursday, 7 November 2019

Time: 10.00 am

Venue: Council Antechamber, Level 2, Town Hall Extension

Everyone is welcome to attend this committee meeting.

There will be a private meeting for Members only at 9.30am in Committee Room 6 (Room 2006), 2nd Floor of Town Hall Extension

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Membership of the Economy Scrutiny Committee

Councillors - H Priest (Chair), Abdullatif, Douglas, Green, Hacking, Johns, Noor, Raikes, Shilton Godwin, K Simcock and Stanton

Agenda

1. Urgent Business

To consider any items which the Chair has agreed to have submitted as urgent.

2. 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.

3. 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.

4. Minutes

To approve as a correct record the minutes of the meeting held on 10 October 2019.

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5. The Green Economy - Opportunities and Challenges for Manchester

Report of the Strategic Director (Development and Growth)

15 - 28

This report provides an update on the opportunities and challenges faced by Manchester as the city makes the transition to a zero carbon future. The report focuses on the implications for the city's economic growth, and development in the context of Developing a More Inclusive Economy - Our Manchester Industrial Strategy and the ambition to be a zero carbon city by 2038 at the latest.

The report introduces some of the high level themes for the Committee to consider as part of their discussion workshop. A number of external experts have been invited to the meeting to contribute to the discussion with Members.

6. Overview Report

Report of the Governance and Scrutiny Support Unit

29 - 48

This report provides the Committee with details of key decisions that fall within the Committee's remit and an update on actions resulting from the Committee's recommendations. The report also

includes the Committee's work programme, which the Committee is asked to amend as appropriate and agree.

Information about the Committee

Scrutiny Committees represent the interests of local people about important issues that affect them. They look at how the decisions, policies and services of the Council and other key public agencies impact on the city and its residents. Scrutiny Committees do not take decisions but can make recommendations to decision-makers about how they are delivering the Manchester Strategy, an agreed vision for a better Manchester that is shared by public agencies across the city.

The Economy Scrutiny Committee has responsibility for looking at how the city's economy is growing and how Manchester people are benefiting from the growth.

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Smoking is not allowed in Council buildings.

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Further Information

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

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This agenda was issued on **Wednesday, 30 October 2019** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension, Manchester M60 2LA

Economy Scrutiny Committee

Minutes of the meeting held on Thursday, 10 October 2019

Present:

Councillor H Priest (Chair) – in the Chair

Councillors Green, Hacking, Johns, Raikes, Shilton Godwin and Stanton

Also present:

Councillor Leese, Leader

Councillor Stogia, Executive Member for Environment, Planning and Transport

Apologies: Councillor Abdullatif, Douglas, Noor and K Simcock

ESC/19/42 Minutes

The minutes of the meeting held on 5 September 2018 were submitted for approval.

The Chair requested that in relation to Minute ESC/19/38 (Delivering Manchester's Affordable Homes to 2025), the following was added into the recommendations monitor:-

That the Committee be provided with a briefing note on the number of social rented properties built through onsite section 106 contributions

Decision

To approve the minutes of the meeting held on the 5 September 2019 as a correct record.

ESC/19/43 The Growth Company's business support activity in Manchester

The Committee considered a report of the Group Chief Executive of the Growth Company, which provided an update on the Growth Company Business Growth Hub's delivery to support businesses across Manchester and provided detailed information on start-up provision, as well as information on Manchester's business demography, particularly in terms of business survival rates.

The main points and themes referred to in the report included:-

- The GC Business Growth Hub's vision was to create a thriving and productive economy by unlocking and accelerating the growth potential of businesses across the whole of Greater Manchester;
- Since its establishment in 2011, the Hub had engaged with over 48,000 businesses, provided intensive support to 11,000 businesses and had helped to create in the region of 10,000 jobs;
- Since 2012 the Hub had supported over 1,000 individuals to start a business, facilitated over £200m in funding offers, had an GVA impact of £55m and reduced carbon emissions by 1.6m tonnes;

- Examples of the business support services available to help businesses with growth potential find the support they needed;
- Work that had been undertaken in raising the awareness of self-employment and business start up to people who may not traditionally consider this as an economic option as well as supporting businesses in the 0 to 3-year trading window; and
- Details of Manchester Start-up and Business Survival Rates since 2012.

Some of the key points that arose from the Committees discussions were:-

- What impact were the jobs being created through the Growth Hub having on Manchester residents, with specific reference to reducing the gap between well paid jobs and jobs that were low paid and also for residents who faced multiple challenges with entering meaningful employment;
- What work was being undertaken in relation to embedding the low carbon workstream across employment sectors;
- Could more granular information in relation to the jobs that were being created be provided, such as the sustainability of sectors that these jobs were being created in;
- How were the measures of inclusive growth being addressed;
- Taking into account the slight underperformance of Manchester's survival rates for new businesses, was the Growth Hub focussing on the right type of businesses to support in terms of start-up;
- What was the impact to Manchester's economy and Manchester residents of the lower than average survival rate of businesses in terms of employment opportunities;
- How were the Growth Hubs resources of support being used to help businesses create resilience and sustainability and was this support getting to the sectors that needed it most;
- There was concern in relation to the impact to existing businesses by the creation of new business start-ups;
- How did the Growth Company respond to business failures;
- Was there a potential conflict for the Growth Hub between its universal offer to all businesses and its focus on particular growth sectors;
- Were any business sectors not engaging with the Growth Hub; and
- What was the governance structure of the Growth Hub.

The Head of Strategic Relationships for the Growth Company advised that Appendix 1 of the report provided detail of locations of all businesses which had created jobs and where the beneficiary of those jobs resided. The Leader commented that one aspect of the work of the GM Good Employment Charter aimed to address the narrowing of the gap in pay between high paid positions and those positions in the high employment/low productivity sector. The Charter would also look to address security in the workplace, address the payment of the real living wage as a minimum standard and good management/working practices. It was reported that a supporter network had been launched in July and since then 150 employers had engaged with the employment charter. The Group Chief Executive for the Growth Company added that through the work of the Growth Hub, the majority of the jobs being created in Manchester were going to Manchester residents and the Growth Company was now

starting to obtain more granular data on where people resided, who had secured employment with businesses who had engaged with the Growth Hub and would be able to provide this level of data to Committee in future reports. A commitment was given to provide granular level data around start-up businesses to Committee Members

In terms of measuring inclusive growth, it was reported that in all interactions of Growth Hub Advisors with businesses, a series of questions were asked which looked at a range of inclusive growth indicators and it was through this process that the Growth Hub started to promote discussion and debate with employers around the real living wage, secure work and giving something back to the community.

The Head of Strategic Relationships for the Growth Company advised that there were a number of streams of activity in terms of the green agenda taking place, as well as the traditional resource efficiency work to help reduce the carbon footprints of businesses. They also supported eco innovation in terms of the design of products and packaging by businesses and also had a sector specific support programme to support the green sector.

The Leader advised that the more entrepreneurial the City was, the more likely there would be business failures, however, rather than this being viewed as a negative, the Council and its partners should promote the entrepreneurial nature of the City. He also added that a fundamental cornerstone of the Growth Company was to support those businesses that had the potential to grow.

The Group Chief Executive for the Growth Company commented that in terms of failure rates of new start-ups, when compared to London, the number of new businesses that did not survive should not be viewed as a concern if viewed in isolation. He added that it was difficult to know precisely which businesses were going to grow and as such it was challenging to know who required support. It was noted that the Growth Company had some restrictions in terms of who it was able to work with due to certain funding schemes limiting it in terms of which sectors and size of businesses it could engage with.

The Leader advised the Committee that the Growth Company was owned solely by the Combined Authority (CA). The Board was comprised of an Independent Chair, five representatives appointed by the CA and a further five representatives appointed by the Local Enterprise Partnership (LEP), two of which were nominees of Greater Manchester Chamber of Commerce and Industry. The Growth Company's Business Plan was subject to approval by the CA and it reported regularly to the CA and the LEP. In terms of funding, the Growth Company received European funding which was matched by the CA and it also received funding through government contracts. All contracts that the Growth Company bid for that were over £5,000,000 required approval by a Sub Group of the Board and there also needed to be some form of benefit to Greater Manchester in order to gain approval.

In terms of support offered to business failures, it was reported that traditionally the Growth Company had responded as and when required and more recently it had worked with other business representative organisations, Job Centre Plus and the

Combined Authority, around a more structure intelligence gathering process of what business might be at risk.

It was also explained that with the Growth Company being able to offer universal and targeted support, it allowed the ability to offer an initial service to everyone, whilst reserving its more intense resource for achieving the broader policy objectives, which were focussed on improving growth and inclusion.

The Head of Strategic Relationships for the Growth Company advised that he could provide the Committee with information relating to the take up of the Growth Company's services at a Ward level.

Decision

The Committee:-

- (1) Notes the report
- (2) Requests that the Committee is provided with a breakdown of the take up of the Growth Company's services at a Ward level; and
- (3) Agrees to add the following items to its Work Programme:-
 - Report on the skills gap in the hospitality sector
 - Report on Business survival rates and the impact on the economy

ESC/19/44 Inward Investment - update on the work of MIDAS

The Committee considered a report of the Group Chief Executive of the Growth Company, which provided an update on the work of MIDAS in attracting inward investment to the city, including details of performance over the last two years and MIDAS' forward strategy.

The main points and themes within the report included:-

- The work of MIDAS, which included:-
 - Driving the promotion of Greater Manchester (GM) as a business location;
 - Attracting new investment in to Greater Manchester – both Corporate and Capital;
 - Providing aftercare services to recent investors; and
 - Account management of the significant Foreign Direct Investment (FDI) and UK businesses in Greater Manchester;
- An overview of Inward Investment trends at a UK, GM and Manchester level;
- Key drivers for FDI, which in terms of GM, the most common driver behind GM's successes was talent, followed by strength of the GM economy;
- An outline of initiatives and work areas developed by MIDAs to counter-act uncertainty and a decreasing level of global investment, which included:-
 - The MIDAS Partnership;
 - An enhanced Account Management Programme; and
 - A more focused Business Development Strategy;
- Details of two sector specific high potential opportunity inward investment propositions within Advanced Materials and Sustainable Packaging;

- Support offered to Enterprise Zones (Airport City and The Corridor); and
- The economic impact to Manchester and Greater Manchester as a result of the work of MIDAS

Some of the key points that arose from the Committees discussions were:-

- What work took place in terms of making sure jobs created were sustainable should an investor exit the market;
- Was there any specific reason why the number of jobs created within the Life Sciences sector had fallen as this was a sector of growth that underpinned part of the Local Industrial Strategy;
- What long term benefits did technology companies bring to the conurbation;
- A more detail explanation was sought in reference to the quality of leads coming through DIT;
- To what extent did Officers think that Brexit would have on the attractiveness of FDI in Manchester;
- It was queried as to whether the increase in property prices was considered a positive sign given that this increase often outstripped wage growth;
- How were the deciding factors in successful FDI projects determined;
- What were the incentives for attracting businesses to locate to Manchester;
- What benefit would the NextGen campaign bring to the city and why was it hoped that this campaign would identify the next Facebook or Google, given the criticisms these organisations had faced in relation to their conduct; and
- What was the next main area that MIDAS would be concentrating on that the Committee needed to be mindful.

The Leader advised that attracting technology companies to the city was a positive thing as they provided good employment, good training and good salaries. He commented that the extent to which some of the very large tech companies appeared to avoid their national taxation requirements was a failure of central government to resolve, and was not a reason for Manchester to forego employment opportunities that these companies provided. In terms of the potential impact of Brexit, it was acknowledged that there had undoubtedly been some business leads that had been lost due to the threat of Brexit. What was impossible to determine was the extent to which businesses would be impacted by the uncertainty of operating in the UK post Brexit. He added that wage growth made it more attractive for individuals to relocate to the area and stay in Manchester but acknowledged that there were positives and negatives to be taken from the increase in property values.

The Group Chief Executive of the Growth Company reported that the integration of companies and their operation into Manchester, Greater Manchester and the wider economy was a key role of MIDAS in helping ensure their sustainability.

In terms of the quality of leads coming through DIT it was reported that the relationship worked well when DIT understood what Greater Manchester had to offer and there was room for improvement in improving their understanding, especially in terms of overseas posts as to what Greater Manchester could offer. As such, MIDAS could not be reliant in the DIT for the generation of leads and opportunities for Manchester. As for the reduction in the Life Science sector, this could be attributed to the potential impact of Brexit and although there was a reduction, Manchester still attracted quarter of all jobs created in this sector in 2018/19.

The Group Chief Executive of the Growth Company advised that in terms of incentives, it was a combination of factors, but in the main, the most influential factor for businesses was having access to a talented, diverse pool of potential employees in and around Manchester. In terms of the NextGen campaign, it was important to distinguish between having large numbers of high quality jobs that could exist in the type of businesses that the campaign aimed to attract and the conduct of the owners of these types of businesses. The inference was that the campaign was looking for high quality, large scale businesses which could deliver growth and inward investment. It was also noted that there were a number of indigenous companies from within Greater Manchester that were very successful in the e-commerce sector. Furthermore, the Group Chief Executive of the Growth Company advised that one of the next key areas of focus for MIDAS would be the outcome of Brexit and also what was happening in the global economy in terms of growth.

Decision

The Committee notes the report

ESC/19/45 Visitor Economy Activity

The Committee considered a report of the Group Chief Executive of the Growth Company, which provided an overview of Marketing Manchester's role in developing the City's visitor economy.

The main points and themes within the report included:-

- The strategic context for Marketing Manchester's activities;
- An overview of tourism sector performance in Manchester with UK comparisons;
- A review of Marketing Manchester's activity delivered in 2018/19; and
- Future opportunities and challenges

Some of the key points that arose from the Committee's discussions were:-

- How would the new Tourism Strategy for 2020 – 2030 look to reduce carbon emissions within the tourism industry and how would it look to make the tourism industry resilient to the changes that climate change mitigation would bring;
- What was being done to promote areas of the city, outside of the city centre, to encourage visitors to stay longer;
- Was the current tourism performance due to any specific symptoms or were they part of a wider trend, with reference to hotel occupancy levels and business visits/events;
- Was there a need to be concerned that hotel occupancy levels, although high, appeared to be stagnant;
- Was there any specific reasons why the average spend per day and average night stay from international leisure from China was so high; and
- What progress had been made with the proposed visitor levy.

The Leader advised that in terms of hotel levels, Manchester had had the fastest increase in hotel rooms over any city for a considerable period of time and the fact that it was having no impact on the percentage of rooms let was remarkable. He advised that a more telling comparison would be to compare the yield per room as this was what drove the industry, and when compared to other cities, what visitors paid for a hotel room in Manchester was much higher. In terms of conferences in the city, this was a more complicated area, as at times it was difficult to attract certain conferences, however, Manchester Central Convention Centre (MCCC) was having to turn business away as it did not have the capacity.

In terms of the tourism industry becoming resilient to the changes that climate change mitigation would bring, the Leader informed the Committee that the assumption that there would be a reduction in the number of flights into and out of Manchester Airport would reduce as a result of mitigation was not true, and the real challenge for the aviation industry in addressing climate change was how it made aviation a cleaner mode of transport.

Officers advised that the new Tourism Strategy would be subject to a nine month consultation period, which would start at the Growth Company's Tourism Conference and as part of this, it would include how the strategy took on board the priorities and thinking of the Council in terms of addressing climate change and the goal of being a carbon neutral city. In terms of tourism zones, it was acknowledged that there were opportunities to widen the tourism offer beyond the core of the city centre and the expansion of the Metrolink would assist this. In relation to the spend and stay of international leisure from China, it was reported that this was remarkable and had had a real impact on the city's economy. In part this was as a result of direct flights from Manchester Airport to Beijing, China.

The Committee was advised that in terms of the visitor levy, the Growth Company had started to have conversations with the hotel industry to foster ideas of the creation of a Business Improvement district for accommodation to drive more demand for tourism in Manchester and so far there had been a positive response from those engaged.

Decision

The Committee:-

- (1) Notes the report; and
- (2) Requests that the leisure visitor survey is circulated to Committee Members for information

ESC/19/46 Revised City Centre Transport Strategy

The Committee considered a report of the Strategic Director (Development and Growth), which informed Members of proposals for a revised City Centre Transport Strategy (CCTS), aligned to the Greater Manchester Transport Strategy 2040. The report outlined the key principles and proposals suggested for inclusion within the revised strategy and recommended that an engagement and co-design exercise was undertaken with stakeholders to further develop the strategy.

Officers referred to the main points and themes within the report, which included:-

- The revised CCTS would build on the response to last year's City Centre Transport Strategy Conversation, and would look to address the key issues raised;
- Officers had taken the main messages from the conversation to develop a future vision and set of objectives for the future city centre transport system, which could contribute to making the city more liveable as it grew and evolved with cleaner air, improved public transport, and an attractive and safe environment to walk around and cycle;
- The central aim was to set an ambitious goal for 90% of all trips to the city centre to be made on foot, by cycle or using public transport by 2040 in the morning peak;
- The revised CCTS would look to deliver the vision by delivering an integrated, inclusive and sustainable transport network with increased connectivity and capacity, which met growth in travel demand for getting into the city centre and improve the quality, environment and legibility of the city centre streets to ensure it was a great place to spend time in and move around;
- Outline of the proposals and types of interventions that would form part of the baseline for developing the updated strategy; and
- Subject to Members' agreement, it was proposed that an engagement and co-design exercise with key stakeholders was held on the ambitions and ideas to start in November 2019, with the responses being used as a basis for refining the proposals in line with those issues important to people using the city centre, and to support future growth.

The report was also scheduled to be consider by the Executive at its meeting on 16 October 2019.

The Committee invited Councillor Davies, Ward Member for Deansgate, to contribute to the discussion on the proposals.

Some of the key points that arose from the Committees discussions were:-

- It would be of utmost importance that city centre residents' voices were heard as part of the proposed engagement exercise;
- It would also be important to ensure that connected strategies/schemes were developed and progressed in tandem;
- As part of the ambition of the revised strategy, consideration should be given to the use of new technologies for moving around the city;
- Clarification was sought as to what the geographical definition was of the city centre;
- A Member felt it was unclear as to what the actual ambition was for improving cycling and walking across the city centre as these modes of transport often conflicted with one another;
- With an aim of the Strategy being to reduce the volume of cars within the city centre, there was concern about the future impact of parking on the periphery of the city centre and it was suggested that any future car parking facilities on the periphery of the city centre could be underground;

- Whilst the proposed timetable for engagement was welcomed, there was concern that this may delay some important decisions in regards to the City Centre that were needed to be taken now;
- Clarification was sought as to what the new strategic plan for the city centre was, as city centre Members had not been informed;
- Whilst the roll out of the Metrolink had been welcomed in wards outside of the city centre, there was an issue of there being enough capacity for users and there was concern that if this was not addressed, users would revert back to using private transport; and
- Had there been any progress around the future of platforms 15 and 16 at Piccadilly Station and the Castlefield corridor.

The Leader acknowledged the point in relation to issue of compatibility and Conflicts of interests between certain modes of transport in the city centre and this would be one of the challenges that the Strategy would need to resolve. He added that any further car park provision on the periphery of the city centre would not be underground due to the financial cost of providing this type of parking and instead would more likely be multi-storey, which could be provided in an effective way through good design and multi-use.

He advised that for the purposes of the CCTS, the geographical definition of the city centre was considered to be all of the area within the inner relief road, encompassing those parts of Salford too. There was also a definition of a regional centre, which stretched out to parts of Salford Quays and parts of Trafford, which had concentration of economic activity, however this was not within the scope of the CCTS. The relationship between the city centre and immediately surrounding areas was acknowledged.

The Executive Member for Highways, Planning and Transport agreed that city centre residents' opinions would be critical to the consultation as they would have an intimate knowledge of what it was like to travel in and around the city on a 24-hour day, 7 days a week basis. She also agreed that it would be important to embrace and integrate new technologies when considering various ways and modes of transportation into and across the city as well as parking.

Head of Local Planning and Infrastructure/City Policy commented that one of the largest challenges the strategy would try and address was how the capacity on public transport could be increased over the next few years. The Deputy Head of the City Centre Regeneration advised that the current strategic plan for the city centre ran from 2015 to 2018 and the Council was at a point where this need to be revised and refreshed. Work was ongoing with this and once a draft of the new plan was ready, city centre Ward Members would be consulted.

The Leader advised that the future of Platforms 15 and 16 at Piccadilly Station was still with Government Ministers. The Council and its transport partners continued to have dialogue with Network Rail and the Government through the Piccadilly Partnership Board. What was clear was that the franchises that had been let to Northern Rail and Trans Pennine could not be delivered without increasing capacity. In terms of the Metrolink, he advised that new trams were on order and on the Bury to Altrincham line there would be a move to all double trams at peak time.

Discussions had taken place with TfGM around running more frequent services, however, when the new Trafford Park line opened, the tram network within the city centre would be operating at maximum capacity and the only way to increase this would be the creation of a new line which would need to be underground as and there was no capacity for a further surface line within the city centre.

Decision

The Committee endorses the recommendations to the Executive as detailed below with the proposed additional wording (highlighted in bold)

The Executive is recommended to:-

- (i) Note the intention to produce a revised City Centre Transport Strategy;
- (ii) Consider the key principles and proposals that should be covered in the revised strategy, **specifically those relating to clean air and zero carbon aspirations for the city and the need to find an appropriate balance of the needs between pedestrians, cyclists and public transport;**
- (iii) Agree that the Council undertake an engagement and co-design exercise with key stakeholders in the city centre and surrounding wards in order to further develop the strategy with support from Transport for Greater Manchester (TfGM) and Salford City Council;
- (iv) Delegate authority to the Head of Local Planning and Infrastructure to finalise the terms of the engagement exercise with the Leader of the Council and Executive Member for Environment, Planning and Transport, **following consultation with City Centre Ward Members on city centre resident engagement;** and
- (v) Agree that a report is brought back to a future meeting of the Executive on the outcomes of the engagement exercise and the content of the revised draft City Centre Transport Strategy.

ESC/19/47 Overview Report

The Committee considered a report of the Governance and Scrutiny Support Unit which contained key decisions within the Committee's remit and responses to previous recommendations was submitted for comment. Members were also invited to agree the Committee's future work programme

Decision

The Committee

- (1) Notes the report; and
- (2) Agrees the Work Programme as submitted with the inclusion of the a report on the skills gap in the hospitality sector and a report on business survival rates and the impact on the economy, both of which are to be scheduled.

**Manchester City Council
Report for Information**

Report to: Economy Scrutiny Committee - 7 November 2019
Subject: Green Economy
Report of: Strategic Director (Growth and Development)

Summary

This report provides an update on the opportunities and challenges faced by Manchester as the city makes the transition to a zero carbon future. The report focuses on the implications for the city’s economic growth, and development in the context of Developing a More Inclusive Economy - Our Manchester Industrial Strategy and the ambition to be a zero carbon city by 2038 at the latest. The report introduces some of the high level themes for the Committee to consider as part of their discussion workshop which will be attended by a range of external experts.

Recommendations

The Committee are asked to:

1. Note and comment on the content of the report; and
 2. Use the report as the basis for a discussion workshop with invited external guests.
-

Wards Affected: All

<p>Environmental Impact Assessment - the impact of the issues addressed in this report on achieving the zero-carbon target for the city</p>
<p>This report sets out the how the ambition to become zero carbon by 2038 can be capitalised on for the benefit of the city’s economy. The report specifically references the opportunities for Manchester residents and how the education and skills providers in the city will need to respond.</p>

Alignment to the Our Manchester Strategy Outcomes (if applicable)

Manchester Strategy outcomes	Summary of how this report aligns to the OMS
<p>A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities</p>	<p>Manchester currently has a thriving economy which could benefit from green technology and services. There are also some economic risks associated with transitioning to a zero carbon city.</p>

A highly skilled city: world class and home grown talent sustaining the city's economic success	The future skills needs of the city will need to adjust to reflect the new zero carbon ambition. Some new specialist jobs will be created and some existing jobs will need to adapt.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The transition to zero carbon needs to be delivered in a way which does not adversely impact the city's economic growth.
A liveable and low carbon city: a destination of choice to live, visit, work	Transitioning to a zero carbon city will help to attract new investment and residents.
A connected city: world class infrastructure and connectivity to drive growth	Major investment in sustainable transport will be required which will support the city's ambition and also has the potential to create significant numbers of new jobs.

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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.

Manchester City Council - Executive, *Developing a More Inclusive Economy - Our Manchester Industrial Strategy*, September 2019,
<https://democracy.manchester.gov.uk/ieListDocuments.aspx?CId=147&MId=619&Ve r=4>

Manchester City Council - Council, *Climate Emergency Declaration*, July 2019
<https://democracy.manchester.gov.uk/ieListDocuments.aspx?CId=135&MId=524&Ve r=4>

HMG and GMCA, *Greater Manchester Local Industrial Strategy*, June 2019,
<https://www.gov.uk/government/publications/greater-manchester-local-industrial-strategy>

Manchester City Council - Executive, *Manchester Zero Carbon Framework*, March 2019

<https://democracy.manchester.gov.uk/ieListDocuments.aspx?CId=147&MId=293&Ve r=4>

The Institute for Innovation and Public Purpose, *A Mission Oriented Approach to Clean Growth*, March 2019, <https://www.greatermanchester->

[ca.gov.uk/media/1909/gmipr_tr_amiissionorientedapproachtocleangrowth.pdf](https://www.greatermanchester-ca.gov.uk/media/1909/gmipr_tr_amiissionorientedapproachtocleangrowth.pdf)

Greater Manchester Independent Prosperity Review, *Reviewers' Report*, March 2019,

https://issuu.com/greatermcr/docs/gmipr_reviewersreport_web_20190208?e=35861904/67626379

1.0 Introduction

- 1.1 Defining the Green Economy can be challenging but the United Nations definition is an economy that is “low carbon, resource efficient and socially inclusive.” The Greater Manchester Local Industrial Strategy states that there are already 2,500 companies and over 45,000 people employed in Greater Manchester’s research assets and large low carbon goods and services sector. The explicit zero carbon commitments that Greater Manchester and Manchester have made provide an opportunity to significantly increase the number of business and employment opportunities within this sector.
- 1.2 Defining and measuring green skills (or low carbon skills) is equally challenging, being applicable across most sectors in some capacity, for example, transport, education, construction, digital and financial and professional services. “The green economy is defined as one in which value and growth are maximised across the whole economy, while natural assets are managed sustainably” (HM Government: Skills for a Green Economy). Whilst there is a focus on some of the environmental or carbon reduction industries, there also needs to be a wider focus to include some of the generic skills that businesses need to improve resource efficiency (e.g. project and risk management) and any technical skills or processes needed as they work towards this.

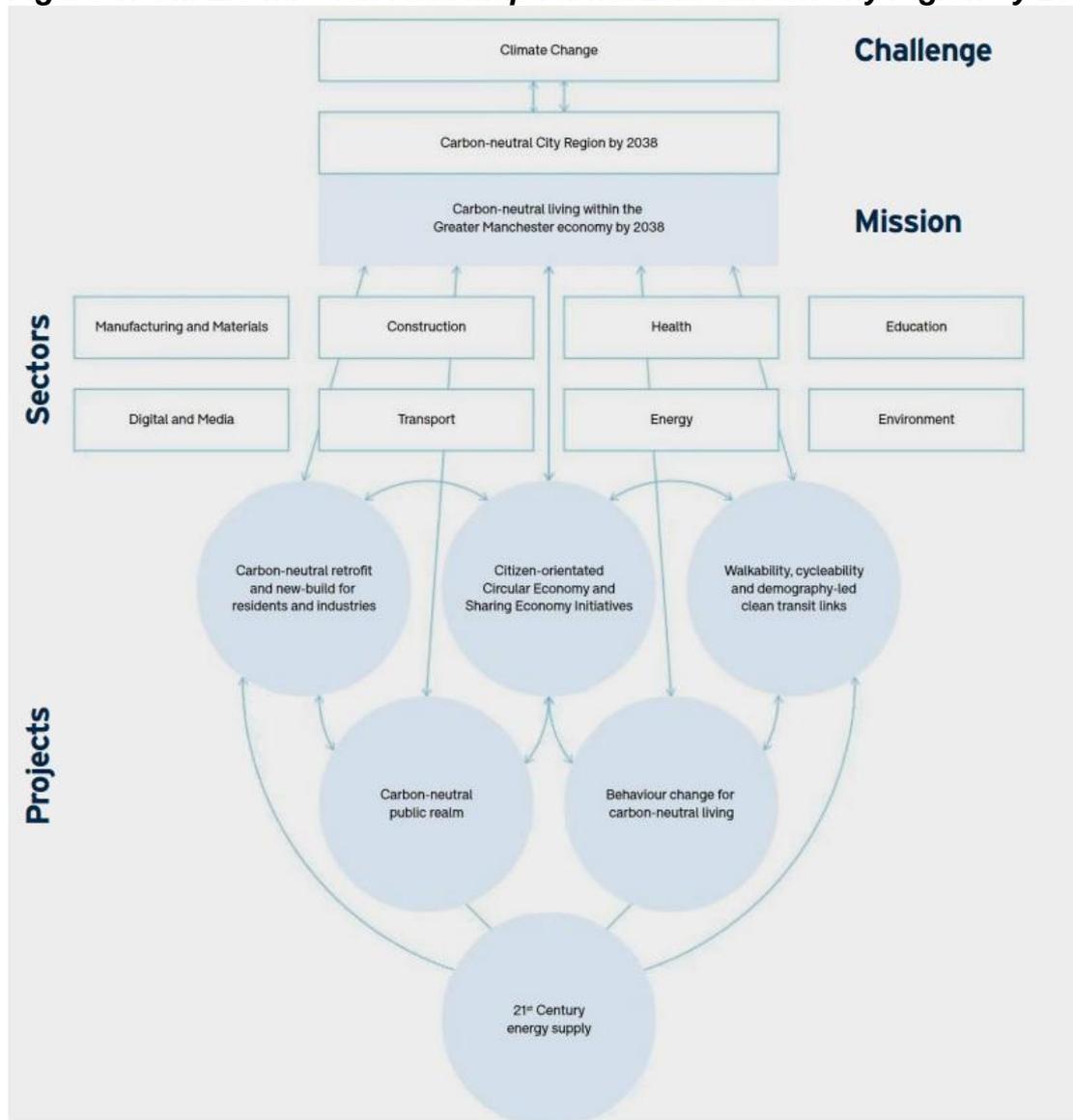
2.0 Greater Manchester Local Industrial Strategy

- 2.1 In their national Industrial Strategy, Her Majesty’s Government (HMG) sets out four ‘grand challenges’ which, if addressed, will put the UK at the forefront of industries of the future and increase productivity. One of the grand challenges is “Clean Growth - we will maximise the advantages for UK industry from the global shift to clean growth”.
- 2.2 The Greater Manchester Local Industrial Strategy (GM LIS) specifically identifies Greater Manchester as having a regional strength in being able to capitalise on clean growth to increase the city region’s productivity. The evidence base underpinning the GM LIS - the Greater Manchester Independent Prosperity Review - found that, whilst zero carbon is a global challenge, Greater Manchester’s leadership and ambitions create an opportunity to use these ambitions to drive innovation to attract investment and bring direct benefit to residents. The Review proposed a mission-based approach as the best way to identify key sectors that are best placed for cross-sector interaction, to ensure both the delivery of the 2038 zero carbon target whilst also maximising benefits to the economy, and the health and quality of life of residents in the city region. Improvement in quality of life could include better air quality, better housing, and easy access to enhanced green spaces and urban planting.
- 2.3 As a result of the Review’s recommendations, the GM LIS consequently launched the UK’s first city region growth mission which aims for carbon neutrality that improves quality of life for residents, minimises the productivity

impact on businesses, and maximises commercial opportunities. The GM LIS includes the specific following actions on clean growth:

- The GM 5 Year Environment Plan sets out the first set of actions to reduce carbon across all sectors of society (residents, communities, businesses, HEIs, utility providers and government).
- We will establish the UK’s first city region Clean Growth Mission for carbon neutral living within the GM economy by 2038, driving innovation, the creation of new technologies, improved resource efficiency, and improved quality of life.
- Mission-oriented projects are expected to include: carbon neutral retrofit and new build; 21st century energy supply; sustainable and low carbon transportation; natural capital, clean growth and productivity.
- Rapid action to provide relevant training will be taken, particularly in priority skill gap areas such as whole house deep retrofit.
- The Clean Air Plan will set out an approach to tackle poor air quality.

Figure 1: GM LIS mission road map for net zero carbon city region by 2038



3.0 Developing a More Inclusive Economy - Our Manchester Industrial Strategy

3.1 The need to move towards clean growth and a greener economy is referenced throughout Developing a More Inclusive Economy - Our Manchester Industrial Strategy. The Strategy recognises that, in order to achieve our zero carbon 2038 ambition, it has to be central to everything the city does, rather than an add on. The city's economic success cannot come at the detriment to our environmental aims, and environmental justice is key to creating an inclusive economy.

3.2 Clean growth and green skills are specifically referenced in the Our Manchester Industrial Strategy in the following areas:

- Equipping people with the skills to prosper - the need to ensure Manchester residents have the skills to access the jobs that will be created in the green economy.
- Transport infrastructure - the move towards non-carbon intensive transport, such as electric solutions, cycling and walking.
- Digital infrastructure - smart cities can be used to create environmental solutions that support our zero carbon ambition.
- Inclusive and zero carbon new developments - ensuring that all major new developments are low to zero carbon; this aim will also be supported by the Local Plan refresh.
- Investment to improve the environment - ensuring the continued support for environmental programmes, including green and blue infrastructure
- Foundational economy - supporting those who currently work in utilities (energy generation) and transport, who are likely to see their roles change with the transition to a green economy.
- Reimagined, repurposed and retrofitted commercial premises - more environmentally sustainable than new build, whilst presenting an opportunity to retrofit.

3.3 Following the Our Manchester Industrial Strategy being approved by the Executive in September, we are now looking towards the implementation of the Strategy. This work is in its very early days but will include the following strategic initiatives that relate to the green economy:

- Developing a programme focused on supporting green tech and services jobs;
- Creating a framework for new development to ensure all major projects become inclusive exemplars, including environmental sustainability;
- Developing and supporting innovative investment in environmental programmes; and
- Developing a programme of work on future investment models to establish how to ensure the greatest impact from them.

4.0 Education and Skills: Challenges and opportunities

- 4.1 The long term skills demand projections are uncertain at a Manchester level and how the data is interpreted changes. Further research is needed in this area, either through a sector based or system wide approach. However, we know that education and skills will underpin our ability to reach our ambition of a zero-carbon economy by 2038. As well as the environmental crisis there is also a compelling social and economic drive; by ensuring our residents are equipped with the necessary skills to fill these roles, the journey to 2038 can also be a route to addressing inequality.
- 4.2 A policy framework for education and skills is under development. This will support the transition to a zero carbon economy and set out the different elements of meeting the increased demand for green skills, including:
- a) Planning now for the skills demand of young people who are yet to enter the labour market;
 - b) Supporting existing workers experiencing or at risk of job losses (due to the decline of carbon heavy industries) to move into new employment in a zero-carbon economy in the future. This applies both to those currently employed in carbon-based industries who have highly transferable skills which will be needed in a zero-carbon economy, (such as construction workers), and those with no or low skills in need of support.
 - c) Supporting workers already in the labour market with skills valuable in a zero carbon economy but who will need to upskill in order to adapt to sectoral changes, arising as a result of policy or technological developments.
- 4.3 Clean Growth and Productivity: The shift to carbon neutrality will mean that some firms, particularly those that have carbon intensive operations, will need support to speed up their progress towards carbon neutrality without constraining growth. Certain skill sets will be required if we are to accelerate the implementation of energy and material efficiency measures in the design and production of green products and services.
- 4.4 Businesses have a key role and need to respond to this agenda. The City Council can use the existing networks to make the benefits of investment in green skills clear and the opportunities this provides in terms of innovation, sustainability, efficiencies and productivity. For example, the next Construction and Skills network in Manchester, in Jan 2020 will be focussed on Green Skills.
- 4.5 The skills system already faces challenges to meet the demand for future skills e.g. those required by digitisation/ automation. The Institute for Public Policy and Research (IPPR's) recent energy skills survey corroborates this and reveals that the most commonly cited roles being anticipated in future include new engineering skills, systems engineering, IT skills but also soft skills such as communication and team working. The Adult Education Budget has seen

significant reductions over the past decade and historically there has been a lack of investment in higher level and technical skills, most recently noted in the Augar review

Facilitating the opportunities

- 4.6 Manchester City Council has good partnerships and relationships with schools, colleges, training providers and universities to drive and influence this agenda. The University of Manchester and Manchester Metropolitan University have a strong track-record of harnessing their expertise in this field to work alongside business and industrial partners, local and national government, community groups, charities, schools, colleges and the wider public e.g. projects such as Future Economies and Industry 4.0. The first “Green Skills, Clean Energy” summit was held in September by MMU.
- 4.7 Manchester Adult Education and Skills Plan and the Adult Education Budget has a number of themes. which are relevant to the green economy, including the importance of residents developing basic and more advanced digital skills which will be key for many roles in this sector. The devolution of AEB provides an opportunity to commission new qualifications and skills provision that address some of the entry level routes into employment required by a zero carbon economy. This is important if the City’s residents with lower qualifications and skills are to benefit from Green Growth. However, in the short term AEB will primarily remain focused on basic skills (English, Maths, Digital & ESOL) for those with low/no skills.
- 4.8 The Careers Education, Information Advice and Guidance network (CEIAG) is convened by the Work & Skills Team to bring the career leads from schools and colleges together to support each other and share good practice. There will be a “Green Skills” themed CEIAG Network in December. This will build on the strong focus of the network on the promotion of Science, Technology, Engineering and Maths (STEM) subjects, as a route for students to benefit from opportunities in the City’s growth sectors. In addition to STEM, the network focuses on Skills for Life which promotes a city wide approach for young people to develop the softer skills needed for employment and life. These skills will help equip the City’s young people with the light green skills needed for the low-carbon economy.
- 4.9 Apprenticeships are a clear opportunity to respond to the need for Green Skills. Apprenticeship standards offer an opportunity for employers to shape qualifications and some employers, for example Siemens who produce technology that underpin clean energy in Manchester have a substantial apprenticeship programme. In the City, as well as nationally the number of apprenticeship starts has reduced since the introduction of the Apprenticeship Levy but it does remain a source of funding for levy paying employers to upskill existing staff and recruit new talent with the skills needed for a low-carbon economy.
- 4.10 T Levels, the Government response to the development of technical & vocational skills are designed to be the third complementary route to

apprenticeships and A-levels at post-16. They are matched to 15 sectors but not currently matched to all professions on the Shortage Occupancy List (SOL). Many of the skills gaps which currently exist in the low-carbon energy sector are listed on the SOL. The Manchester College is piloting a number of T-levels from 2022, including construction so this may present a specific local opportunity for Manchester.

- 4.11 The Work & Skills Board provides oversight of the delivery of the City's Work & Skills Strategy. The Strategy is due to be refreshed next year and will include a focus on the skills needed to maximise the employment opportunities in a zero-carbon city.

5.0 Energy: Challenges and Opportunities

- 5.1 The NW Energy and Hydrogen Cluster at MMU is a major asset and provides an opportunity to collaborate to create a business model for the energy sector. GMCA has developed a Smart Energy Plan, which builds on the vision articulated in the Local Area Energy Strategy for a carbon neutral city region, with an energy system which is smart, fit for the future, low carbon and economically, environmentally and socially sustainable.

- 5.2 The energy transition required will involve a long term structural change in energy provision which will require the development of necessary skills across multiple technologies to achieve long term decarbonisation ambitions. There are currently limited courses available that reflect the breadth of cross cutting technologies and disciplines. Agility is the key in that the skills required must adapt to both the decarbonisation and innovation agendas. Development of existing courses or introduction of new courses is needed across the education & skills sector. Universities can take leadership and develop this for the sector, building on their existing assets and strengths e.g. advanced manufacturing & hydrogen.

- 5.3 This process has already started as MMU held their first Clean Energy Skills Summit on 6 September 2019, bringing together academics, policy makers and industry professionals to understand the skills gap and challenges facing the industry, to support Greater Manchester to become zero carbon by 2038. The Summit focused on five themes within the clean energy agenda:

- Energy - the future energy markets is rapidly changing with both the decarbonisation and innovation agendas; therefore transferable and agile skills are key. Engineering is a current skills gap, with a particular need for electrical engineers. Young people need to be engaged about the energy sector at an earlier age and university courses should include clean energy modules.
- Transport - there is a current skills gap around electric vehicles, the latest battery technology and defining a roadmap for the ultra-low emission vehicle pathway. Consideration needs to be given as to how those currently working the sector adapt and upskill to these new skills needs. Skills development should be built into any transport programme;

manufacturers and SMEs should also be engaged alongside education providers.

- Key emerging technologies (focusing on hydrogen fuel cells) - development of existing courses or new courses is needed across the value chain to respond to emerging technologies, especially on energy storage.
- Buildings and infrastructure - skills will be needed for the development and implementation of a retrofit programme, and the development and implementation of a new build programme; learning projects between industry and education could be created now. Professional bodies that accredit courses need to be engaged to allow course content to change to reflect these needs.
- Smart energy systems - there is a lack of policy makers with the required skills to understand smart energy systems; they need to be led by academic and commercial experts in the field. Public engagement and education is key to the success of this agenda; as such, softer skills (such as communication) are in demand alongside more technical skills (such as engineering).

5.4 There was consensus that collaboration is key to achieving the 2038 target. Continuing engagement with industry, education providers and policy makers as the skills demand becomes more apparent and defined is essential. Emma Degg CEO of NW Business Leadership Team who will be in attendance at Economy Scrutiny to which this paper speaks to also spoke at this event.

6.0 Planning: Challenges and Opportunities

6.1 The Government's advisory body, the Committee on Climate Change has recognised the crucial role that planners and planning have in achieving zero carbon targets. The planned review of the Manchester Local Plan provides the opportunity to put in place an up to date strategic policy framework to guide new development in the city and to signal the scale of ambition that exists to deliver zero carbon development in the future. The planning system can also help to influence and incentivise the scale and pace of renewable energy generation by ensuring that policies are adopted production.

6.2 There will be increasing opportunities for planning and other built environment professionals to play an important role in helping the city to make the transition to a zero carbon future and universities and colleges will have a key role in ensuring that people with the requisite knowledge and skills are available.

7.0 Transport: Challenges and Opportunities

7.1 Emissions from the transport sector are currently largely unchanged from 1990 levels, which, combined with the fact that emissions from energy supply have been cut by 65 per cent since 1990, has resulted in transport recently becoming the largest emitting sector in the UK. There could be up to 10 million electric vehicles on UK roads by 2030 and a decade later the Government, on current plans aims to phase out the sale of internal combustion engines entirely, representing an important opportunity to

leverage the increasingly decarbonised electricity supply to cut transport emissions.

- 7.2 In “The Road to Zero”, a document that accompanied the publication of the National Industrial Strategy in 2018, Government committed to the following trajectory to decarbonise road transport:

“Our mission is to put the UK at the forefront of the design and manufacturing of zero emission vehicles, and for all new cars and vans to be effectively zero emission by 2040. As set out in the NO2 plan, we will end the sale of new conventional petrol and diesel cars and vans by 2040. By then, we expect the majority of new cars and vans sold to be 100% zero emission and all new cars and vans to have significant zero emission capability.”

By 2050 we want almost every car and van to be zero emission. We want to see at least 50%, and as many as 70%, of new car sales and up to 40% of new van sales being ultra low emission by 2030. We expect this transition to be industry and consumer led, supported in the coming years by the measures set out in this strategy. We will review progress towards our ambitions by 2025. Against a rapidly evolving international context, we will seek to maintain the UK’s leadership position and meet our ambitions, and will consider what interventions are required if not enough progress is being made.”

- 7.3 Clearly, given the city’s and the Council’s commitment to earlier action there is a need for the new Action Plan, due to be considered in March, to set out how the transport sector can play its full part and deliver more rapid change. There will be significant skills implications for the shift in transport use and in the development of advanced materials and light-weighting which will create the potential to drive new technologies that will reduce emissions from public and private transport. These include design, manufacture, construction and maintenance of the electrification infrastructure; advanced skills in power supply technology; new rail signalling and train traffic control systems; and management skills to integrate new skills and technology. There will also be an increased demand for the skills required to support a shift to an increased number of journeys being made on foot and by bike, particularly within cities. More generally, skills are needed to support construction, e.g. minimising disruption caused by floods or extreme weather; new technologies; and maintaining and retrofitting existing networks.

8.0 Social Value: Challenges and Opportunities

- 8.1 Public investment over the next 20 years provides industry with an opportunity to not only improve the transport, energy and utility infrastructure but also an expectation to achieve significant reductions in environmental impacts from new projects. Both private and public sector clients are starting to demand more sustainable practices and as a result there is a requirement of supply chains to provide efficient, green and ethical solutions as normal business.
- 8.2 For over a decade, the City Council’s procurement policies has enabled the City to use its buying power to deliver economic and social benefits for

Manchester residents including jobs, apprenticeships, training & education opportunities and wider community benefit working with the VCSE sector. The impact of this work on the City's residents, SMEs and the economy has been evaluated independently by CLES and is regularly reported to this Committee.

- 8.3 Although environmental benefits are part of the GM Social Value Policy, historically there has been less emphasis on the environmental benefits delivered through social value in Manchester. Other anchor institutions such as MCFC have a stronger story to tell in this regard and there are lessons the City Council can learn. The Executive Member for Finance is keen to explore the adoption of the UN Sustainability Goals, as an approach to improving the impact of our supply chain on the environment and increasing the contribution of our suppliers towards our zero-carbon ambitions.

9.0 Development: Challenges and Opportunities

- 9.1 Major new developments in the City such as the Northern Gateway, St John's, Mayfield, further phases of Manchester Life developments along with the University of Manchester's development of their Innovation District in North Campus provide opportunities to develop exemplar low-carbon commercial and residential properties. This will increase the attractiveness of the City, as a place to live and do business in but will have implications for how we facilitate or provide the necessary green and blue infrastructure. They will also provide large employment opportunities in construction, design, engineering, technical roles, all of which will have a green skills component.
- 9.2 In relation to Carbon neutral retrofit and new-build: we have set ambitious targets that all new homes and commercial buildings should be net zero carbon by 2028. There are major skills development and employment opportunities in developing large-scale modular construction facilities capable of building new homes at the speed and standard required to deliver carbon neutral living and meet our targets for new housing.
- 9.3 Social housing providers such as Northwards and One Manchester are already implementing some low carbon initiatives both with their housing and work with residents. A good example is the work which Northwards does which focuses on fuel poverty and low carbon; helping residents reduce their fuel costs while switching to low energy alternatives, using SMART meters and making positive behaviour changes. The City Council is supporting this work through the delivery of the low carbon buildings framework and this will be embedded in the development of new affordable housing across the City.
- 9.4 However, 80% of homes that exist today will exist in 2050 and there are business and employment opportunities to retrofit Manchester's large supply of existing stock. This will necessitate upskilling construction and energy trades. The biggest challenge will be funding and incentivising the retrofit of poor quality low value housing, as neither funding nor incentives currently exist. As with the Northwards example, improving the energy efficiency of these homes would have a double benefit of helping to reduce the fuel poverty

of some of the poorest residents in the City now, as well as contributing to our low-carbon ambitions in the medium term.

10.0 Conclusions and recommendations

- 10.1 Becoming a carbon neutral city by 2038 is an ambitious mission for Manchester. It will have an impact on all aspects of the Manchester Economy. This report sets out some of the sectors and areas which are within the remit of Economy Scrutiny Committee but there are many more areas to explore. We have invited a Panel representative of the sectors covered in this report to come to the Scrutiny Committee and provide their organisation's approach and their perspective on how the City Council can facilitate the delivery of the 2038 carbon neutral ambition. The intention is that the Economy Scrutiny meeting explores the issues raised in more depth. It is expected that future reports on the topics included in this report and new policy and developments in the City will include carbon neutral considerations.

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**Manchester City Council
Report for Information**

Report to: Economy Scrutiny Committee – 7 November 2019

Subject: Overview Report

Report of: Governance and Scrutiny Support Unit

Summary

This report provides the following information:

- Recommendations Monitor
- Key Decisions
- Work Programme
- Items for Information

Recommendation

The Committee is invited to discuss the information provided and agree any changes to the work programme that are necessary.

Wards Affected: All

Contact Officers:

Name: Mike Williamson
Position: Team Leader- Scrutiny Support
Telephone: 0161 234 3071
Email: m.williamson@manchester.gov.uk

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.

None

1. Monitoring Previous Recommendations

This section of the report contains recommendations made by the Committee and responses to them indicating whether the recommendation will be implemented, and if it will be, how this will be done.

Items highlighted in grey have been actioned and will be removed from future reports.

Date	Item	Recommendation	Response	Contact Officer
10 Oct 2018	ESC/18/45 Gap analysis of the City's Bus network service	To request information including a summary of data that has been used to date to underpin current findings, including information on frequencies of services and services that have been removed or reduced in the last three years.	An email was sent to officers on 18/9/19 seeking a response this recommendation.	Richard Elliott
6 Feb 2019	ESC/19/13 City Centre Transport Strategy - Feedback from the Responses to the conversation held in Autumn 2018	To requests that Officers provide a ward breakdown of the consultation responses with the relevant Ward Members	An update report on the revised City Centre Transport Strategy was considered by the Committee at its meeting on 5 September 2019.	Richard Elliott
5 Sept 2019	ESC/19/38 Delivering Manchester's Affordable Homes to 2025	To request that the Committee is provided with ESC/19/38 (Delivering Manchester's Affordable Homes to 2025),	An email was sent to officers on 18/10/19 seeking a response this recommendation.	Martin Oldfield

10 Oct 2019	ESC/19/43 The Growth Company's business support activity in Manchester	To requests that the Committee is provided with a breakdown of the take up of the Growth Company's services at a Ward level	Information was emailed to the Committee on 11/10/19	Manchester Growth Company
10 Oct 2019	ESC/19/45 Visitor Economy Activity	To requests that the leisure visitor survey is circulated to Committee Members for information	An email was sent to the Growth Company on 18/10/19 seeking a response this recommendation	Manchester Growth Company

2. Key Decisions

The Council is required to publish details of key decisions that will be taken at least 28 days before the decision is due to be taken. Details of key decisions that are due to be taken are published on a monthly basis in the Register of Key Decisions.

A key decision, as defined in the Council's Constitution is an executive decision, which is likely:

- To result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the Council's budget for the service or function to which the decision relates, or
- To be significant in terms of its effects on communities living or working in an area comprising two or more wards in the area of the city.

The Council Constitution defines 'significant' as being expenditure or savings (including the loss of income or capital receipts) in excess of £500k, providing that is not more than 10% of the gross operating expenditure for any budget heading in the in the Council's Revenue Budget Book, and subject to other defined exceptions.

An extract of the most recent Register of Key Decisions, published on **28 October 2019**, containing details of the decisions under the Committee's remit is included below. This is to keep members informed of what decisions are being taken and, where appropriate, include in the work programme of the Committee.

Corporate Core					
Subject/Decision	Decision Maker	Decision Due Date	Consultation	Background documents	Officer Contact
<p>Collyhurst Regeneration</p> <p>Ref: 15/005</p> <p>The approval of capital expenditure for land and buildings in Collyhurst.</p>	City Treasurer (Deputy Chief Executive)	Not before 1st Mar 2019		Business Case	Eddie Smith, Strategic Director (Development and Growth) e.smith@manchester.gov.uk
<p>Estates Transformation</p> <p>Ref:2017/06/30D</p> <p>The approval of capital spend to ensure that the operational estate is fit for purpose.</p>	City Treasurer (Deputy Chief Executive)	Not before 1st Mar 2019		Business Case	Richard Munns r.munns@manchester.gov.uk
<p>To report on changes to the Council's Allocations Scheme. 2019/04/25D</p> <p>To agree the changes to the Allocations Scheme.</p>	Executive	16 Oct 2019		Revised Allocations Scheme	Martin Oldfield m.oldfield@manchester.gov.uk
<p>Development of new build Gorton Hub (2019/07/26C)</p> <p>Development of a multi-partner hub building in Gorton District Centre to deliver health and care</p>	Executive	16 Oct 2019		Executive Report and Checkpoint 4 Business Case	Richard Munns r.munns@manchester.gov.uk

services alongside space for One Manchester and a reprovisioned library					
<p>Hammerstone Road Depot refurbishment (2019/07/30A)</p> <p>The approval of capital expenditure to refurbish the depot to increase utilisation, reduce carbon emissions and improve the accommodation.</p>	City Treasurer (Deputy Chief Executive)	Not before 2nd Sep 2019		Checkpoint 4 Business Case	Georgia Cayton, Estates Service Lead Tel: 0161 234 4659 g.cayton@manchester.gov.uk
<p>Brownfield Land Register Update 2019 2019/03/01D</p> <p>To publish Manchester's Brownfield Land Register.</p>	Deputy Chief Executive, Strategic Director (Development and Growth)	Not before 29th Mar 2019		Report and Recommendation	Richard Elliott, Head of Policy, Partnership and Research r.elliott@manchester.gov.uk
<p>Marginal Viability - Housing Infrastructure Fund, New Victoria Site 2019/03/01N</p> <p>To release grant funding of £10.074m secured from the Government's Housing Infrastructure Marginal Viability Fund to enable delivery of a key strategic residential and commercial development scheme at</p>	City Treasurer (Deputy Chief Executive)	Not before 1st Apr 2019		Checkpoint 4 Business Case	Eddie Smith, Strategic Director (Development) e.smith@manchester.gov.uk

New Victoria, developing 520 new homes in total.					
The Courtyard, Royal Mills (2019/07/26B) Acquisition of Long Leasehold interest of 'The Courtyard', Royal Mills.	Strategic Director (Development and Growth)	Not before 28th Aug 2019		Briefing Note and Heads of Terms	Richard Cohen r.cohen@manchester.gov.uk
Delivering Manchester's Affordable Homes to 2025 - Establishment of Strategic Partnership with Homes England (2019/09/05A) To negotiate and formalise a Strategic Partnership with Homes England to enable the delivery of Manchester Affordable Homes to 2025	Strategic Director - Development and Growth	Not before 4th Oct 2019	In consultation with the Executive Members for Housing and Regeneration and Finance and HR	Report and Recommendation	Steve Sheen s.sheen@manchester.gov.uk
Delivering Manchester's Affordable Homes to 2025 - Disposal of sites (2019/09/05B) To agree the disposal of sites in Council ownership for the provision of affordable homes	City Treasurer (Deputy Chief Executive)	Not before 4th Oct 2019	In consultation with Strategic Director (Growth and Development) and Executive Members for Housing and Regeneration and Finance and HR	Report and Recommendations	Steve Sheen s.sheen@manchester.gov.uk

<p>Delivering Manchester's Affordable Homes to 2025 - Establishment of Partnership arrangements with Registered Providers (2019/09/05C)</p> <p>To establish partnership arrangements with Registered Providers together with their partners/consortium for defined areas in the North, Central, South and Wythenshawe areas of the City.</p>	<p>Strategic Director - Development and Growth</p>	<p>Not before 4th Oct 2019</p>	<p>In consultation with City Treasurer (Deputy Chief Executive) and the Executive Members for Housing and Regeneration and Finance and HR</p>	<p>Report and recommendation</p>	<p>Steve Sheen s.sheen@manchester.gov.uk</p>
<p>Delivering Manchester's Affordable Homes to 2025 -Agreement of legal terms (2019/09/05D)</p> <p>To enter into and complete all necessary legal documents and agreements to give effect to delivering Manchester's Affordable Homes to 2025</p>	<p>City Solicitor</p>	<p>Not before 4th Oct 2019</p>		<p>Report and recommendations</p>	<p>Fiona Ledden, City Solicitor fiona.ledden@manchester.gov.uk</p>
<p>Buying back former Council properties - Policy approval (2019/09/05E)</p> <p>To approve a policy for the</p>	<p>Strategic Director - Development and Growth</p>	<p>Not before 4th Oct 2019</p>	<p>In consultation with the City Treasurer (Deputy Chief Executive) and the Executive</p>	<p>Report and Recommendation</p>	<p>Martin Oldfield m.oldfield@manchester.gov.uk</p>

Council to buying back properties which have been sold under the Right to Buy to increase the amount of social housing and to reduce the number of former Council properties entering the private rented sector.			Members for Housing and Regeneration and Finance and HR, following consultation with local Ward Members.		
<p>Buying back former Council properties - Setting of purchase prices (2019/09/05F)</p> <p>To agree purchase prices and make any necessary arrangements to purchase properties in line with the policy</p>	Strategic Director - Development and Growth	Not before 4th Oct 2019	In consultation with City Treasurer (Deputy Chief Executive) and the Executive Members for Housing and Regeneration and Finance and HR	Report and recommendation	Martin Oldfield m.oldfield@manchester.gov.uk
<p>Northern Gateway Strategic Business Plan (2019/09/11A)</p> <p>To approve the Strategic Business Plan for the Northern Gateway Joint Venture</p>	Executive	11 Dec 2019		Executive Report and Draft Strategic Business Plan	Eddie Smith, Strategic Director (Development) e.smith@manchester.gov.uk
<p>Land Disposal at Blackrock Street, Beswick (2019/09/11C)</p>	City Treasurer (Deputy Chief Executive)	Not before 10th Oct 2019		Executive report - 16.10.19 Executive Report - Eastlands	Richard Cohen r.cohen@manchester.gov.uk

To agree the disposal of land at Blackrock Street, Beswick to One Manchester to facilitate the delivery of 25 social rent homes.

Regeneration Framework
13.12.17 and
13.03.19
Economy Scrutiny
and Executive
Report –
Delivering
Manchester's
Affordable Homes
to 2025 06.09.19 &
11.09.19

3. Economy Scrutiny Committee Work Programme – November 2019

**Thursday 7 November 2019, 10.00am
(Report deadline Tuesday 29 October 2019)**

THEME – The Green Economy

Item	Purpose	Executive Member	Strategic Director / Lead Officer	Comments
The Green Economy – Opportunities and Challenges for Manchester	<p>To consider the opportunities and challenges faced by Manchester in delivering a Green Economy for the City's economic growth and development in the context of the Local Industrial Strategy and the ambition as a City and region to be carbon neutral by 2038</p> <p>To include reference to the adoption of a zero carbon strategy that can generate growth and improvements in people's lives in ways consistent with sustaining and advancing economic, environmental and social well-being.</p>	Councillor Leese	Eddie Smith Richard Elliott Angela Harrington	External guests to be determined and invited
Overview Report	The monthly report includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.		Mike Williamson	

Thursday 5 December 2019, 10.00am
(Report deadline Tuesday 26 November 2019)

THEME – Work and Skills development for Manchester residents aged 16 and over

Item	Purpose	Executive Member	Strategic Director / Lead Officer	Comments
Devolution of the Adult Skills Budget	To receive a report on the impact of the devolution of the Adult Skills Budget	Councillor Rahman (Exec Member Skills Culture and Leisure)	Angela Harrington	Invite Gemma Marsh, Director of Skills, GMCA
Manchester College update	To receive an update from Manchester College on the following:- <ul style="list-style-type: none"> • Quality and performance update; • Progress with the Colleges Estates Strategy; • Core Skills and introduction of T-levels; • Performance of Total People’s delivery of apprenticeships in Manchester including a breakdown of occupational area and level and success rates 	Councillor Rahman (Exec Member Skills Culture and Leisure)	John Thornhill, Manchester College	
Manchester Adult Education Service (MAES)	To receive a report from MAES on their 2018/19 performance self-assessment and 2019/20 improvement plan	Councillor Rahman (Exec Member Skills Culture and Leisure)	Julie Rushton, MAES Angela Harrington	

	To include an update on the delivery and performance of the ESOL strategy			
Northern Gateway Strategic Business Plan	To receive a report that seeks Executive's approval on the Strategic Business Plan for the Northern Gateway Joint Venture	Councillor Leese	Eddie Smith	Executive report
Economy Dashboard 2019/20 – Quarter 2	To receive the 2019/20 Quarter 2 Economy Dashboard	N/A	Lewis Smith	
Overview Report	The monthly report includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.		Mike Williamson	

Thursday 9 January 2020, 10.00am

(Report deadline Friday 20 December 2019) **** PLEASE NOTE DEADLINE DUE TO CHRISTMAS HOLIDAYS**

THEME – The City’s future economy and labour market requirements

Item	Purpose	Executive Member	Strategic Director / Lead Officer	Comments
Budget 2020/21 – Officer proposals	<p>The Committee will receive a report outlining the main changes to delivery and funding arrangements.</p> <p>Savings included as officer options to be debated.</p>	Councillor Ollerhead (Exec Member for Finance and HR)	Carol Culley	There will be no detailed business plans for Directorates included in this report
The City’s future economy and labour market requirements	<p>To receive 2 reports.</p> <p>The first report to cover:-</p> <ul style="list-style-type: none"> • Current Labour Market Information; • Skills demand and supply; and • Consideration of future direction of travel <p>The second report to cover:-</p> <ul style="list-style-type: none"> • Careers Education, Information, Advice and Guidance (CEIAG) programmes; • Schools engagement in developing the skills needed for 	Cllr Rahman (Exec Member Skills Culture and Leisure)	Angela Harrington	<p>Invite Chair of CYP Scrutiny</p> <p>Minute extract of the CYP Scrutiny Committee from 9 October 2019 in reference to Curriculum for Life to be circulated in advance of the meeting</p>

	<p>future labour markets; and</p> <ul style="list-style-type: none"> • Curriculum for Life 			
Withington Village Development Plan	To receive a report that provides details of the draft Withington Development Pan prior to public consultation		Eddie Smith Martin Saker	
Overview Report	The monthly report includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.		Mike Williamson	

**Thursday 6 February 2020, 10.00am
(Report deadline Monday 27 January 2020)**

THEME –

Item	Purpose	Executive Member	Strategic Director / Lead Officer	Comments
Refreshed Budget 2020/21 proposals	The Committee will consider the refreshed budget proposals for 2020/21, following consideration of original proposals at its January 2020 meeting	Councillor Ollerhead (Exec Member for Finance and HR)	Carol Culley	
District Centres	To report on the work undertaken by the District Centres Sub Group to enable its findings to be integrated into Local Plans	Cllr Richards (Exec Member for Housing and Regeneration)	Eddie Smith	Invite Professor Cathy Parker, Institute of Place Management.
Overview Report	The monthly report includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.		Mike Williamson	

Themes identified at the Committee's Work Programme setting meeting

(Items highlighted in grey indicate that these have been included in the work plan of one of the above meetings)

Theme	Tentative Date of meeting
<p>The Effects of Poverty on the City</p> <p>To include information on:-</p> <ul style="list-style-type: none"> • Data at a ward level on employment/unemployment rates, self-employment and zero hours contracts, unfilled jobs (how Manchester residents are being trained/upskilled) • Family Poverty • Inclusive Growth (with reference to specific activities) • Equality of jobs and the roll out of the Greater Manchester Good Employment Charter • Work with Schools (promotion of entrepreneurship) 	TBC
<p>Young People</p> <ul style="list-style-type: none"> • Follow up to the Young People's Workshop in November 2017 (additional workshop session to be arranged) 	Provisionally between Feb and March 2020 meetings
<p>Moving from Growth to Wellbeing</p> <p>To include information on:-</p> <ul style="list-style-type: none"> • The impact on Manchester residents as the City's economy grows and how these people are supported to ensure they are not left behind • The pace of growth in Manchester's economy • The impact of the growth in Manchester's economy on BAME groups 	TBC

Previous Items identified by the Committee to be scheduled (New items added in blue)

Theme – Strategic Regeneration

Item	Purpose	Lead Executive Member	Lead Officer	Comments
GM Spatial Framework	To receive an update on the implementation of the GMSF and its implications for Manchester	Cllr Leese	Richard Elliott Eddie Smith	
Manchester’s Local Plan	To receive an update report in relation to Manchester’s updated Local Plan following consultation with Manchester residents and key stakeholders	Cllr Leese	Richard Elliott Eddie Smith	
Outcome of the consultation with stakeholders in relation to the proposed Housing Affordability Zones	To receive a report on the outcome of the consultation with stakeholders on the four proposed Housing Affordability Zones	Councillor Richards (Exec Member for Housing and Regeneration)	Eddie Smith	See November 2017 minutes

Theme – Transport and Connectivity

Item	Purpose	Lead Executive Member	Lead Officer	Comments
HS2 update	To receive an update on the progress that has been made with the delivery of HS2 and the impact this will have on the city’s economy	Cllr Leese	Eddie Smith	

Bus Franchising update	To receive an update on the Greater Manchester Mayors proposals to franchise the regions bus service impact this will have on the city's economy	Cllr Leese	Richard Elliott	
Theme - Skills development for Manchester residents aged 16 and over.				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Higher Education provision and its impact on the City's economy	To be determined	Cllr Rahman (Exec Member Skills Culture and Leisure)	Angela Harrington	
Employment Contracts and Labour Market Flexibility	To receive a report on changes in employment contracts and labour market flexibility and the implications for workers in Manchester.		Angela Harrington	See February 2016 minutes
Hospitality and Tourism skills gap	To receive report on the issue around skills challenges within the hospitality and tourism sector	Cllr Rahman (Exec Member Skills Culture and Leisure)	Angela Harrington	See November 2017 minutes

Theme – Growing the Manchester Economy				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Business Survival rates and the impact on the economy	To receive a report that details the survival rate of new start up business within the city and the economic impact to the city when these businesses fail	Councillor Leese	Mark Hughes (The Growth Company) Eddie Smith Angela Harrington	
City Centre Business Engagement	TBC	Councillor Leese	Eddie Smith	
Theme - Miscellaneous				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Development of a Manchester City Council energy Company	To receive a report on whether the Council was considering a scheme to develop its own energy company	Councillor Leese	Eddie Smith	See November 2017 minutes
Economy Dashboard 2019/20 – Quarter 3	To receive the 2019/20 Quarter 3 Economy Dashboard	N/A	Lewis Smith	To be submitted to March 2020 meeting

Theme – Incorporating Inclusive Growth into Council Services/strategies

Item	Purpose	Lead Executive Member	Lead Officer	Comments