



Neighbourhoods and Environment Scrutiny Committee

Date: Wednesday, 6 February 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 of the Committee at 9:30 am in Committee Room 6, Room 2006, Level 2 of the Town Hall Extension.

Access to the Ante Chamber

Public access to the Ante Chamber 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. That lobby can also be reached from the St. Peter's Square entrance and from Library Walk.

There is no public access from the Lloyd Street entrances of the Extension.

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Membership of the Neighbourhoods and Environment Scrutiny Committee

Councillors - Igbon (Chair), Azra Ali, Appleby, Chohan, Flanagan, Harland, Hassan, Hewitson, Hughes, Jeavons, Kilpatrick, Lyons, Noor, Reid, Sadler, Strong, White and Wright

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. [10.00-10.05] Minutes

5 - 12

To approve as a correct record the minutes of the meeting held on 9 January 2019.

5. [10.05-10.30] Updated Financial Strategy and Directorate Business Plans 2019-20 - To follow

5A Neighbourhoods Budget and Business Plan 2019/20 - To follow

5B Strategic Development Budget and Business Plan 2019/20 - To follow

5C Homelessness Budget and Business Plan 2019/20 - To follow

6. [10.30-10.50] Action to address non-compliance in premises allowing shisha smoking

13 - 28

Report of the Chief Operating Officer – Neighbourhoods

This report provides an update on the work being carried out to address the issues of non-compliance in shisha cafes across the city.

7. [10.50-11.20] Scheme Review - Princess Road / Princess Parkway (Speed Limit Reduced from 40mph to 30mph)

29 - 38

Report of the Operational Director of Highways

The purpose of this report is to review the speed limit reduction

scheme that was implemented on the A5103 - Princess Road and the impact on 2 adjacent roads (Alexandra Road South and Nell Lane). The speed limit along Princess Road was recently reduced from 40 mph down to 30mph, implemented on the 30 April 2017 via the introduction of a Temporary Traffic Regulation Order (TTRO). This temporary order was put in place as a safety precaution while the permanent order was progressed.

The scheme was developed in response to public concerns around road safety, and in particular the safety of pedestrians crossing Princess Rd. The severity of the concerns had been heightened by two fatal collisions involving pedestrians at the Darley Avenue crossing in December 2015 and December 2016.

8. [11.20-11.50] Highways and the Flow of Traffic across the City 39 - 62

The Committee will discuss the presentation submitted by Transport for Greater Manchester entitled 'Working Together to Tackle Congestion - Monitoring and managing traffic flow in Manchester'

This presentation had previously been submitted to the Committee's meeting of 5 December 2018.

9. [11.50-12.00] Overview Report 63 - 72
Report of the Governance and Scrutiny Support Unit

This report includes details of the key decisions due to be taken that are relevant to the Committee's remit as well as 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 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 Neighbourhoods and Environment Scrutiny Committee has responsibility for looking at how the Council and its partners create neighbourhoods that meet the aspirations of Manchester's citizens.

The Council wants 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. If you have a special interest in an item on the agenda and want to speak, tell the Committee Officer, who will pass on your request to the Chair. Groups of people will usually be asked to nominate a spokesperson. The Council wants its meetings to be as open as possible but occasionally there will be some confidential business. Brief reasons for confidentiality will be shown on the agenda sheet.

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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 **Tuesday, 29 January 2019** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Mount Street Elevation), Manchester M60 2LA

Neighbourhoods and Environment Scrutiny Committee

Minutes of the meeting held on 9 January 2019

Present:

Councillor Igbon – in the Chair

Councillors Azra Ali, Chohan, Flanagan, Harland, Hassan, Hewitson, Hughes, Jeavons, Kilpatrick, Lyons, Noor, Reid, Sadler, Strong, White and Wright

Councillor Akbar, Executive Member for Neighbourhoods

Councillor Stogia, Executive Member for Environment, Planning and Transport

Councillor Chris Paul, Councillor for Withington ward

James Hall, Senior Project Officer, Lancashire Wildlife Trust

Jo Fraser, Manchester River Valleys Officer, Groundwork Trust

Mike Duddy, Mersey Rivers Trust

Jon Stopp, Friends of the Rochdale 9 Volunteer Group

Apologies: Councillors Appleby and Lyons

NESC/19/01 Minutes

A Member enquired if the Executive Member for Environment, Planning and Transport was able to provide the Committee with an update on the recommendation made at the previous meeting in relation to extending the Chorlton Road corridor consultation exercise.

The Executive Member for Environment, Planning and Transport confirmed that the consultation exercise had been extended to the 25 of January 2019. She thanked the local ward Members for their efforts to promote the consultation exercise with local residents and businesses.

Decision

To approve the minutes of the meeting held on 5 December 2018 as a correct record.

NESC/19/02 Manchester Green and Blue Strategy and Implementation Plan

The Committee considered a report of the Strategic Director Development and the Deputy Chief Executive that provided the Committee with information on the three year review of Manchester's Green and Blue Infrastructure (G&BI) Strategy, including specific progress on the Implementation Plan over the last year, an update on Manchester in Bloom and the draft Principles of Tree Management.

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

- Describing the Strategy within a policy and wider strategic context;

- Describing the four objectives and associated actions of the G&BI Strategy and Stakeholder Implementation Plan;
- An update on the three year review of the G&BI Strategy;
- An update on the Tree Action Plan and presenting the document entitled 'Principles of Tree Management', noting that over 8,500 trees had been planted in the city over the last three years as well as over 4,000 hedge trees and 43 community orchards;
- A description of how the G&BI Strategy influenced developments and strategic regeneration across the city;
- Projects delivered in conjunction with a range of partners with schools and local communities, including case studies;
- An update on the Manchester in Bloom initiative and how this had changed over the years to facilitate successful community led projects and responded to budgetary pressures; and
- The key priorities identified for 2019.

In addition to the report the Committee also heard from a number of invited guests who described the various activities undertaken with partners and voluntary and community groups to improve local green and blue areas and engage with residents and schools.

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

- What was the approach taken to replacing dead or damaged trees;
- What was the approach to dealing with established trees that caused an issue to the immediate footway as a result of their root system;
- Did the strategy link into operational policies, such as street cleaning;
- Were Greater Manchester Police (GMP) involved in the coordination and planning of schemes to ensure public safety is considered;
- Were Peel Holdings, a significant land owner in the city engaged with the strategy;
- What was being done to improve the stretch of the River Medlock in the city centre;
- What was being done to mitigate the impacts of major infrastructure projects, such as HS2 on the local wildlife;
- There was little support from the Canal and Rivers Trust in Manchester compared to the support offered to other areas;
- More needed to be done to connect with, and support local residents, especially in the more deprived areas of the city, for example around Bloom activities;
- Consideration needed to be given to installing lighting along the Fallowfield loop; and
- Recognising the positive impact the Forest Schools Programme had on children and their learning.

The Team Leader Arboriculture informed the Committee that the ambition was always to replace any lost tree within a 12 month period. He stated it may be perceived that a tree was not being replaced depending on the time of year, advising that the replacement trees were delivered after Christmas each year and the schedule of planting would then commence.

The Team Leader Arboriculture responded to the comment regarding root damage to footways by saying this is an issue experienced nationally and always proved to be a controversial topic. He said that overwhelmingly residents did not wish to have tree's removed, noting the many benefits that tree's brought to a street scape. He advised that they always worked with colleagues in the Highways Department to repair any damage caused by roots and a tree would only ever be removed if absolutely necessary.

The Executive Member for the Environment, Planning and Transport reiterated the point that residents felt very passionately about maintaining trees in their neighbourhood and made reference to recent correspondence she had received from a young resident on Manchester.

The Senior Policy Officer reported that the Green and Blue Governance Board ensured that the strategy complemented wider operational policies and he commented that this activity had improved over the years. He advised that public safety was considered and all relevant parties, including GMP were involved with the planning and coordination of projects. He confirmed that dialogue had been entered into between Peel Holdings and the Irwell Catchment Partnership. He also confirmed that the Greater Manchester Ecology Unit were involved in the consideration of major infrastructure projects, such as HS2.

In regard to the River Medlock in the city centre the Manchester River Valleys Officer acknowledged that there were sections that would benefit from improvement works, however due to the issue of silt and the risk this could pose to the many historic buildings, any dredging or clearance work had to be managed very carefully.

The Neighbourhood Officer acknowledged the comments regarding the need to support local residents who wished to be involved with Manchester in Bloom and advised that he would welcome any referrals from Members and he gave a commitment that he would follow those up.

Decisions

The Committee: -

1. Note the progress that has been made towards achieving the objectives of the Green & Blue Infrastructure Strategy as set out in the three year review;
2. Note the progress made by both the Council and external stakeholders in achieving the actions in the annual update of the Implementation Plan including progress on Manchester in Bloom;
3. Note the priorities for the Green & Blue Infrastructure Implementation Plan set out for the coming year and contained; and
4. Note the Principles of Tree Management which, as a document arising out of an approved Implementation Plan, will be subject to delegated approval by the Deputy Chief Executive.

NESC/19/03 Greater Manchester Clean Air Plan – Update

The Committee considered a report of the Deputy Chief Executive that provided an update on progress in the preparation of a Greater Manchester wide feasibility study (Clean Air Plan) into the options available to address Nitrogen Dioxide exceedances, and to outline a broad direction of travel in relation to next steps and decision making.

The Executive Member for the Environment, Planning and Transport referred to the main points and themes within the report which included: -

- A description of the air quality in Greater Manchester;
- The impact of poor air quality and the case for change;
- Policy background;
- UK Air Quality Plans; and
- The options for consideration by Greater Manchester and the direction of travel.

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

- The Committee were unanimous in their disappointment in receiving the report late, commenting that it was important for both Members and citizens of the city to receive information in a timely manner;
- Members fully supported the ambition of the plan to improve air quality, noting the significant health outcomes poor air quality had on the residents of Manchester;
- The Mayor of Greater Manchester should take immediate action to regulate the bus fleet;
- The plan needed to address diesel trains, the impact of motorways and diesel vehicles used at the airport site;
- The plan should not be used to penalise the poorest residents across GM, especially those with poor public transport links;
- An appropriate vehicle scrappage scheme was required;
- More needed to be done to address the issue of polluting taxi's trading within the city who were not licensed by Manchester;
- The report did not mention or offer any target to address particulate matter, noting the associated health risks;
- HGVs should not be driven through the city during rush hour;
- Impact Assessments needed to be undertaken regarding clean air zones, with particular consideration given to self-employed people;
- Consideration needed to be given to adopting the National Institute for Health and Care Excellence (NICE) guidance on planning; and
- More monitoring of air quality in wards needed to be undertaken.

Councillor Paul, Chair of the Air Quality Task and Finish Group provided the Members with an overview of the work undertaken by the Task and Finish Group that had concluded with 17 recommendations. He commented that the EU targets for air quality were very challenging however it was important to meet these, noting that the targets set by the World Health Organisation were even more challenging, and did include specific targets in relation to particulate matter. He stated that the information provided to residents needed to be accurate and not misleading, commenting that

the offer of free weekend parking in the city centre gave a mixed message when the intention was to increase the use of public transport as a means of travel and reduce the number of journeys undertaken by car. He further advised the Committee that Friends of the Earth provided testing kits and provided analysis for a very modest fee.

The Head of City Policy informed the Members that the Committee would have the opportunity to consider and comment upon the outline business case when this was available and a full consultation exercise with residents would be undertaken. The Chair recommended that when the business case was presented to the Committee both the Mayor of Greater Manchester and the Walking and Cycling Commissioner, Chris Boardman were to be invited to attend and contribute to the discussion.

The Executive Member for the Environment, Planning and Transport welcomed the comments from the Committee on this important area of work. She said this work was very complex and Manchester was working closely with the other nine authorities to ensure the final plan was appropriate and complemented other strategies. She said that work was also underway with health partners and Transport for Greater Manchester to develop the plan, noting that responsibility for the motorway network remained with central government.

Decision

The Committee recommend that when the outline business case is submitted for consideration that the Mayor of Greater Manchester and the Walking and Cycling Commissioner, Chris Boardman be invited to attend and contribute to the discussion.

NESC/19/04 Delivering the Our Manchester Strategy - Executive Member for Neighbourhoods

The Committee considered the reports of the Executive Member for Neighbourhoods that provided an overview of work undertaken, and progress towards the delivery of the Council's priorities as set out in the Our Manchester strategy for those areas within the respective Executive Member's portfolio.

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

- What was being done to monitor the Biffa contract, noting that residual waste had not been collected after the Christmas period and consideration needed to be given to arranging additional collections over this period;
- Flytippers needed to be pursued and prosecuted, with perpetrators named and shamed;
- Welcoming the Executive Member responding to the recommendations made by the Committee in relation to waste storage and fire safety in apartment blocks;
- Was there any evidence of additional costs as a result to recycling changes being passed onto residents in apartment blocks;
- The 'Recycle for GM' did not always work correctly;
- Was too much leniency given to business operating within the city centre, who's activities contributed to rubbish by the enforcement teams; and

- Consideration should be given to instructing Biffa to collect all waste on their next rounds.

The Executive Member for Neighbourhoods thanked Members for their continued challenge, noting that the views and concerns of the Committee had been taken into consideration when introducing the changes to recycling collections in apartment blocks. He stated that he was unaware of any costs being transferred to residents as a result of these changes during phase one and two, however if Members were aware of any he encouraged the Members to inform him of these and this would be investigated.

The Executive Member for Neighbourhoods informed the Committee that his work complemented the wider Manchester Green and Blue Strategy, giving the example that options for the licensing of electric vehicles as taxis in the city were being considered to address the issue of emissions and improve air quality.

In response to the comments made regarding the Biffa contract and waste collection over the Christmas period, he stated that Biffa had invested in an additional 12 vehicles and the recent dispute with staff regarding night shift working had been resolved, however the pay dispute was a longstanding issue and negotiations were still ongoing. In response to the issue raised regarding the app he said he would feed this back and he would also consider the options for additional collections over the Christmas period.

With regard to the issue of flytipping he said that Manchester had a strong record in pursuing and persecuting perpetrators and when prosecutions were successful these were publicised in the local press and via social media. He commented that the dedicated flytipping team was now established, and whilst improvements were being made the issue remained a challenge, however he was committed to addressing this issue that blighted neighbourhoods.

In response to waste associated with businesses in the city centre he advised that teams would always try and work with premises in the first instance to improve and address any issues, however there were occasions where it was appropriate to expedite enforcement action.

Decision

To note the report.

NESC/19/05 Delivering the Our Manchester Strategy - Executive Member for the Environment, Planning and Transport

The Committee considered the reports of the Executive Member for the Environment, Planning and Transport that provided an overview of work undertaken, and progress towards the delivery of the Council's priorities as set out in the Our Manchester strategy for those areas within the respective Executive Member's portfolio.

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

- Concern was raised that zero hours contracts were being used by subcontractors in the Highways department, in particular to the gulley cleaning service;
- Further consideration needed to be given to the timing of gulley and highways cleaning to maximise the benefits of this; and
- More needed to be done to publicise the social value work that was achieved through the Council's procurement process.

The Executive Member for the Environment, Planning and Transport informed the Members that she had been alerted to the concerns regarding the use of zero hour contracts and had charged officers to undertake an investigation into this allegation.

In regard to gulley cleaning and road sweeping she acknowledged that this could be compromised by vehicles blocking or restricting access. She said that efforts, including installing signage to give notice of cleaning dates were being used to notify residents and teams using blowers to move debris into the middle of the road from under and around parked vehicles so this could be collected more easily.

The Executive Member for the Environment, Planning and Transport stated that reports on Social Value and the Highways Department had been submitted to the Ethical Procurement and Contract Management Sub Group. She stated that the intention was to share this good practice and lessons learnt with other departments across the council. She acknowledged the comment regarding the need to communicate this good work with residents.

Decision

To note the report.

NESC/19/06 Overview Report

The 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.

The Committee agreed to move the report listed for February on Homelessness and Manchester Move to the March meeting and add a report on Highways and the Flow of Traffic across the City to the February meeting.

The Chair stated that a session would be organised before the end of the month for Members and the Highways Department to discuss any outstanding concerns they had, in addition to the issues raised at the December 2018 meeting and an update on this would be provided to the March meeting.

Decisions

The Committee notes the report and approve the work programme subject to the above amendments.

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**Manchester City Council
Report for Information**

Report to: Neighbourhoods and Environment Scrutiny Committee
– 6 February 2019

Subject: Action to address non-compliance in premises allowing shisha smoking

Report of: Chief Operating Officer - Neighbourhoods

Summary

This report provides an update on the work being carried out to address the issues of non-compliance in shisha cafes across the city.

Recommendations

That Members note and comment on the report.

Wards Affected: All

Alignment to the Our Manchester Strategy Outcomes (if applicable):

Manchester Strategy outcomes	Summary of how this report aligns to the OMS
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	By enforcing the law in a fair, equitable and consistent manner, assisting businesses to meet their legal obligations and taking firm action against those who flout the law or act irresponsibly.
A highly skilled city: world class and home grown talent sustaining the city's economic success	Taking action against those businesses who are not compliant allows law abiding businesses to thrive.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Working with both residents and businesses to support them in improving the neighbourhoods in which they live and work and socialise.
A liveable and low carbon city: a destination of choice to live, visit, work	Addressing nuisance issues to support individuals to live in successful neighbourhoods. Ensuring a safe and compliant night time economy to sustain the city as a destination of choice. Creating places where people want to live and stay.
A connected city: world class infrastructure and connectivity to drive growth	

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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.

Smoke-Free Manchester: Our plan for tobacco control 2018-2021

1.0 Introduction

- 1.1 This report provides the committee with an update on the activity taking place in connection with shisha cafes across the city. There are a number of different services involved in this activity including external partner agencies, with the majority of enforcement and compliance work carried out by the Licensing and Out of Hours (LOOH) Team and the Development Compliance Team (Planning).
- 1.2 The Licensing and Out Of Hours Teams are responsible for licensing enforcement and for addressing effectively a range of issues that that can arise both during and outside of normal working hours e.g. licensed premises enforcement; street trading; domestic and commercial noise enforcement; busking; begging etc. These teams provide cover over 7 days providing a service during the day, evenings and at night. This team also enforces the Health Act 2006.
- 1.3 The Development Compliance Team is responsible for enforcing planning control under the Town and Country Planning Act 1990. The team investigate alleged breaches of planning control, including, but not limited to, non-compliance with planning permissions, unauthorised operational development, material changes of use of land or buildings and the display of advertisements.

2.0 Background

- 2.1 The introduction of the Health Act 2006 made it illegal for an individual to smoke tobacco of any sort in a place that is more than 50 percent enclosed and to which the public has access. This legislation has had a major impact on the levels of smoking nationally although smoking rates in Manchester are still the highest in Greater Manchester, much higher than national averages and have declined more slowly than in other areas of the country. Manchester has the highest premature mortality rates in the country for the three major smoking related conditions: lung cancer, heart disease and stroke (Manchester Tobacco Plan 2018). The need to reduce the smoking of tobacco is highlighted in the new NHS Ten Year Plan, the national Tobacco Control Plan for England and the Manchester Population Health Plan. Operations around Shisha cafes are therefore crucially important in terms of helping Manchester to meet its targets around reduced smoking of tobacco and tobacco related disease. The shisha operations and activity is highlighted in the Manchester Tobacco Plan and has the full support of the Director of Population Health and Wellbeing, Manchester Health and Care Commissioning and local GPs. It is an important part of the city's efforts to control and regulate the use of tobacco, thereby reducing smoking rates and the associated mortality and morbidity.
- 2.2 It is not illegal to smoke shisha in the UK; in the same way it is not illegal to smoke cigarettes. It becomes illegal when it is done in an enclosed/substantially enclosed place to which the public has access. It is no longer legal or socially acceptable to smoke in a coffee shop and most premises provide open outdoor spaces for those who choose to smoke. The

same should apply to smoking shisha but unfortunately the majority of premises offering shisha are allowing people to smoke indoors.

- 2.3 The Population Health and Wellbeing Team, which is part of Manchester Health and Care Commissioning, has been working with the Licensing and Out of Hours teams since 2017 to address the breaches of the Health Act in some shisha premises, as well as the risks of smoking shisha generally. When smoked in enclosed spaces, shisha smoking will impact upon not only the smokers' health, but any non-smokers, including café employees, who are exposed to the environmental tobacco smoke produced by the pipes.
- 2.4 Shisha pipes use tobacco sweetened with fruit or molasses sugar, which makes the smoke taste more aromatic. It is the fact that Shisha pipes are a way of smoking tobacco which is the primary cause for concern in terms of health. The World Health Organisation state that "Tobacco kills up to half of its users. It kills more than 7 million people each year. More than 6 million of those deaths are the result of direct tobacco use while around 890 000 are the result of non-smokers being exposed to second-hand smoke."
- 2.5 There do appear to be some misconceptions around the risks associated with smoking shisha and they are frequently underestimated. Shisha contains many harmful chemicals, although there may be a belief that it is safe. In fact, the way that a Shisha pipe works means that the water used does not filter out harmful tobacco smoke and the pleasant and exotic flavours used may even give the impression that the substances smoked are simply herbal. By masking the tobacco flavour, the smoker may actually not be aware that they are indeed smoking tobacco. The tobacco contained within shisha pipes, like all tobacco, contains hundreds of toxins, for example, toxic heavy metals, such as arsenic and lead, formaldehyde, ammonia, hydrogen cyanide (used in rat poison), acetone, carbon monoxide (which can be fatal in high doses) and of course other substances which are carcinogenic. All tobacco contains Nicotine, which is a highly addictive substance.
- 2.6 Smoking shisha in cafes around the city appears to be a socially attractive thing to do and often attracts young people. The average length of a shisha smoking session is around one hour. A number of research studies show that smoking a shisha pipe for one hour is roughly equivalent to smoking one hundred cigarettes in terms of the amount of tobacco inhaled and the resulting health impacts. It is worrying too, that because of the nicotine content of tobacco, smoking shisha pipes can most certainly lead to an addiction to tobacco, be that in the form of shisha pipes, cigarettes, or other forms of tobacco. This is, therefore, a highly risky pastime and the reason why Population Health and Compliance teams have joined forces to produce and issue public health and educational information.
- 2.7 Currently the number of known shisha premises operating within the City is 44. These are spread across a number of wards, with a concentration along Wilmslow Road. This area is covered by 2 wards, Moss Side and Rusholme, Fig.1 shows a breakdown of shisha premises by ward.

Fig.1: Number of shisha premises per ward

Ward	Number of shisha premises
Cheetham Hill	4
Chorlton Park	4
Deansgate	7
Fallowfield	1
Longsight	1
Moss Side	17
Moston	1
Old Moat	1
Rusholme	6
Withington	2
Grand Total	44

- 2.8 The operation of a shisha cafe does not require a licence. This means that unless the operator of the shisha cafe applies for a late night refreshment or alcohol licence or wants to serve food, no authority needs to be notified. In turn this means that keeping a track of new premises is challenging. Officers within the LOOH Team regularly survey the city and if they identify a new shisha cafe they will create a record for this.
- 2.9 Shisha smoking can, in some instances take place without requiring planning permission. This is where it is ancillary to another existing lawful use, such as a restaurant. However, a “shisha café” where shisha smoking is the primary use of a site, or a significant part of a mixture of uses, will usually require planning permission as this will constitute a material change of use.
- 2.10 Where planning permission is required, relevant issues that relate to shisha cafes are considered. These include noise outbreak from the premises and noise associated with customers coming and going, particularly at night and in the early hours of the morning. In addition, there is also the adequate control of fumes and odours due to tobacco smoke and in some cases cooking food, to be considered.
- 2.11 In many cases there is also harm caused to the character and appearance of the areas in which the shisha cafes are located. This is due to haphazard operational development, inadequate arrangements for storage and disposal of refuse and from the display of advertisements. In areas of high

concentration, such as the Rusholme District Centre, this can also create the impression of a disregard for the law due to the unrestrained promotion of the availability of shisha smoking within what should be smoke-free premises.

3.0 Approach

3.1 There are a number of concerns associated with some premises operating as Shisha cafes in Manchester. These include:

(i) Health Concerns - There is clear evidence that smoking shisha has detrimental health impacts. This includes startling facts such as 1 hour of smoking shisha can be as damaging as smoking 100 cigarettes.

(ii) Breach of the Health Act 2006 - Businesses knowingly operating in an illegal manner cannot be tolerated. These businesses are knowingly encouraging their customers to take part in an illegal activity by offering shisha indoors.

(iii) Breach of Planning Legislation - this is a concern for the reasons set out in paragraphs 2.6 and 2.7

(iv) Tax avoidance - Unpaid tax on the tobacco used in some shisha premises gives these businesses an unfair advantage over law abiding businesses. Knowingly operating in an illegal manner cannot be tolerated.

(v) Immigration offences - Employing people who do not have the legal right to work in the UK puts those individuals at risk as they are not covered by employment law, as well as potentially depriving local residents of employment opportunities. There are also lost revenues to the public purse through unpaid income tax and National Insurance contributions.

3.2 A strong partnership approach has been developed to address these issues. Most of the Shisha activity takes place outside of standard working hours and therefore when the Licensing and Out of Hours Service was formed in 2016 it provided the opportunity to take more concerted enforcement action at times when most shisha smoking is taking place. A bi monthly Shisha Task Group meeting takes place with a variety of partners who have an interest in the work being done around shisha premises in Manchester. The group is made up of council departments including Licensing and Out of Hours, Development Compliance (Planning) , Trading Standards and Neighbourhood Compliance and partner agencies including Greater Manchester Police (GMP), The Complex Safeguarding Hub, Her Majesty's Revenue and Customs (HMRC), Home Office Immigration Enforcement,(HOIE) Greater Manchester Fire and Rescue Service (GMFRS) and the Manchester Population Health and Wellbeing Team. The meeting provides a forum to share intelligence about shisha premises and plan multi agency operations.

3.3 As well as compliance and enforcement activity there has been a programme of work around raising awareness of the health impacts of smoking shisha. This has involved the use of posters and postcards that were developed by the

council's Communications team, Population Health and Wellbeing and managers from Compliance (see appendix 1). This material alerted the public to the fact that one hour of smoking shisha can be as damaging as one hundred cigarettes. Further information was also included about the harmful aspects of shisha as well as it being illegal to smoke indoors. From February 2018 material was distributed to libraries, doctors' surgeries and other community hubs in and around the Rusholme and Moss Side area. Initially LOOH officers also used the postcards during visits to shisha cafes and handed them to all the customers as an alternative to issuing fixed penalty notices (FPNs). At the same time the council ran a targeted social media campaign. This involved an information film appearing on the social media accounts of the target audience. A Manchester GP also spoke in some of the social/digital media. There was also press activity.

- 3.4 The Population Health and Wellbeing Team have carried out recent analysis which shows that smoking rates are now highest in age groups under 25. This is the cohort that the health promotion materials targeted because the clientele of many shisha cafes is relatively young. The estimated smoking prevalence within the City has been mapped (appendix 2) and shows that the areas with the highest concentration of shisha premises also have the highest percentage of people who smoke.

4.0 Enforcement

- 4.1 Since 2016 the Licensing and Out of Hours Team has undertaken a number of enforcement actions in relation to shisha premises. Fig.2 shows the number of FPNs issued. FPNs are issued for smoking in a smoke free place (inside) and for not having the correct "no smoking" signage in place. Fig.3 shows the number of prosecutions that have been carried out since 2016, along with the fines issued. In addition to these results there are currently 22 prosecutions pending.

Fig.2: Number of FPNs served by type and year

Calendar Year	2016	2017	2018	Grand Total
Health Act 2006 Section 7 - Smoking in Smoke Free Place FPN (£30 if paid within 15 days or £50 thereafter)	4	14	40	58
Health Act 06 Section 6 - Signage FPN (£150 if paid within 15 days or £200 thereafter)	0	6	2	8

Fig.3: Number of prosecutions undertaken per year and fines issued

Calendar Year	Fine	Costs	Victim surcharge	Grand Total
2017				
Premises 1	£2000	£806	£100	£2906
Premises 2	£1100	£600	£0	£1700
Premises 3	£500	£0	£20	£520
Premises 4	£1100	£660	£0	£1760
Premises 5	£500	£0	£20	£520
Premises 6	£50	£220	£100	£370
2018				
Premises 7	£3000	£375	£100	£3475
Premises 8	£5000	£835	£170	£6005
Premises 9	£660	£425	£30	£1115
Total				£16,841

- 4.2 The approach to enforcement in relation to Shisha cafes has been evolving since the formation of the LOOH team in 2016. In the early days and in line with the corporate enforcement policy, an advisory approach was initially taken whereby the manager was advised that smoking in a smoke free place is unlawful and that if they allow it to continue the customer could receive an FPN and the management could be prosecuted for allowing smoking in a smoke free place. Information aimed at educating people on the negative health impacts of smoking Shisha was also distributed.
- 4.3 Following the initial warning the premises would then be monitored and if smoking of shisha was witnessed it was recorded as evidence for use in enforcement action against the premises and customers who were smoking were issued with an FPN. After a number of offences of smoking in a smoke free place had been witnessed a prosecution would be taken forward.
- 4.4 In addition to helping to identify the owners and occupiers of Shisha cafes to facilitate Health Act prosecutions and breaking the cycle of continuous non-compliance the Development Compliance Team had the additional objective of seeking to clear land on Aspinall Street (Rusholme) of shipping containers and other haphazard extensions.

- 4.5 Investigations revealed that the majority of the shisha cafes within the City have opened within the last 10 years. In many cases there has been a shift from licensed restaurants with ancillary shisha offer, to unlicensed, late night shisha smoking places. Between August 2017 and January 2019, the Planning service has taken action against nineteen separate premises, involving the service of Temporary Stop Notices, Stop Notices and Enforcement Notices.
- 4.6 A planning notice can impose a prohibition against the use of a premises for shisha smoking specifically. Where a notice has taken effect the evidence threshold for identifying an offence is much lower than that required for a Health Act 2006 prosecution; for example, an officer seeing shisha smoking equipment on a premises is sufficient to prove an offence.
- 4.7 The potential penalty for a contravention of a planning notice is also much more severe than for a Health Act 2006 offence, being an unlimited fine as opposed to a maximum fine of £2500. Crucially the prohibition imposed by a planning notice runs with the land and applies to the owners of a premises as well as the occupiers which is a significant difference to other types of action available to deal with this issue.
- 4.8 It would appear that the threat to the owners of the buildings and not just the occupiers has proven to be a highly effective deterrent. There is some evidence that compliance has been achieved by owners evicting tenants who are operating illegal cafes and instructing tenants to remove unauthorised developments.
- 4.9 Several premises are continuing to operate in breach of notices and the team has started to take action in default by removing unauthorised developments and shisha smoking equipment. Contractors were instructed to remove decking from the front of a premises on 6 November 2018 and within two weeks unauthorised decking at the front of four other premises had been removed by the owners/occupiers.
- 4.10 In addition to taking forward prosecutions for breaches of the Health Act 2006 and contravention of planning notices, a strong element of the enforcement against shisha premises has been multi agency operations targeting a range of non-compliance issues. The case studies below are illustrative of the type of operations that have taken place:

**Case Study 1 - Moss Side Ward, Rusholme Ward and Withington Ward
June 2018**

A multi agency operation was planned to visit 3 premises in the Moss Side, Rusholme and Withington Wards. The aim of the operation was to disrupt the illegal activity of smoking shisha in an enclosed space and identify other offences in relation to unpaid duty on tobacco. The operation involved staff from MCC, GMP and HMRC.

Visits were carried out to 3 premises and smoking shisha was witnessed in all premises. Customers were advised by officers to stop smoking and were

given health promotion cards which warned of the health implications of smoking shisha. Those customers who refused to stop smoking were issued with FPNs. 'No smoking' signage was not present inside one of the premises, as is required by the Health Act 2006 and a fixed penalty notice was issued to the duty manager. HMRC seized tobacco where duty had not been paid from all three premises. The total value of the unpaid duty on the tobacco seized was £11,400.71.

- 4.11 Despite successful prosecutions of a number of premises it was evident that following prosecution some companies were being dissolved meaning that any fines imposed by the courts remained with the now defunct company and as such this was not an entirely effective deterrent.
- 4.12 An alternative approach is now being used whereby alongside prosecution of the premises, the seizure powers under the Health Act 2006 are also being used. This approach involves five stages:
1. Warning letter advising the premises that if smoking is witnessed inside a seizure will be carried out;
 2. On witnessing smoking within the premises officers will seize those shisha pipes in use at the time;
 3. Follow up warning visit with hand delivered letter advising that further offences will result in the seizure of all shisha pipes at the premises irrespective of whether they are being used at the time of the visit;
 4. Full seizure. On witnessing smoking within the premises officers will seize all the shisha pipes within the premises;
 5. Prosecution of the premises using the items seized as evidence and including the request to the court for a destruction order for items seized.
- 4.13 Using this five stage approach means that there is an immediate impact on the premises, rather than waiting up to six months for a prosecution to get to court. The following case studies illustrate the successes from this approach:

Case study 2 - Moss Side Ward

Despite previous warnings, smoking inside a particular premises was still taking place. The premises had been visited a number of times since 2016 and on 10 October 2018, after a warning letter had been sent, officers attended the premises and carried out a seizure of the 4 shisha pipes in use at that time. This visit was followed up with a letter advising that if officers witnessed any further breaches of the Health Act 2006 then all the shisha pipes on the premises would be seized.

On 30 October 2018, LOOH Officers attended the premises with the support of GMP and witnessed customers smoking inside in breach of the Health Act 2006. When officers asked to speak to a member of management they were told that none were available. The lead officer advised that they were there to take all the shisha pipes and a group of males became abusive towards officers and one of these males claimed that he had taken over the premises 10 days previously. He could not produce any documentation to corroborate

this and officers continued with the seizure. 95 shisha pipes were seized from this premises and 2 fixed penalty notices were served on customers who were smoking. A prosecution file has been submitted to Legal Services including a request that the seized shisha pipes are destroyed.

Case Study 3 - Old Moat and Rusholme Wards, November 2018

This operation was led by the Home Office Immigration Enforcement service based on intelligence regarding immigration offences in shisha premises. Officers from the Licensing and Out of Hours Team, Trading Standards and GMP supported this operation with the aim of addressing Health Act and other offences.

Premise 1 - Old Moat Ward.

Three fixed penalty notices were issued to customers who were smoking inside and 3 shisha pipes were seized as evidence in a future prosecution. The manager was present and he was verbally warned that he, along with the director of the company would be invited to an interview under caution.

Premises 2 - Rusholme

Three fixed penalty notices were issued to customers who refused to stop smoking. 51 shisha pipes were in operation in this premises which were all seized as evidence for use in a future prosecution. The Immigration, Compliance and Enforcement Team arrested 3 people who had breached their conditions and were prohibited from working in the UK. A further 2 individuals were removed from the premises as they had no rights to work in the UK.

- 4.14 Since starting the new approach there have been 9 seizures carried out at 7 premises. Fig.4 gives details of the number of shisha pipes seized from each premises to date.

Fig.4 Number of shisha pipes seized

	First Seizure	Second Seizure	Grand Total
Premises A	1	-	1
Premises B	4	91	95
Premises C	4	94	98
Premises D	13	-	13
Premises E	7	-	7
Premises F	3	-	3
Premises G	51	-	51
Total	83	185	268

Case Study 4 - Moss Side Ward

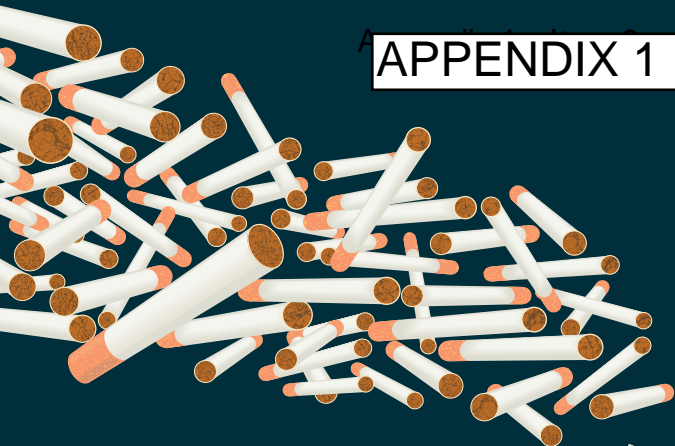
On 9 November 2018, LOOH Officers with support from GMP Officers visited a shisha cafe on Wilmslow Road, where they carried out an initial seizure following warning letters. 13 shisha pipes were seized and 3 FPNs were issued for smoking inside. On completing this visit they went directly to the shisha cafe next door. Here officers seized 7 shisha pipes and 4 FPNs were issued for smoking inside.

As officers were leaving the premises 2 males entered the premises and were verbally abusive and intimidatory towards LOOH Officers. The males did not disclose their interest in the premises but while they were speaking to officers a large group of people started to enter the premises with more gathered outside in an attempt to intimidate the officers carrying out the seizure. As the officers were leaving a bottle was thrown towards the vehicle from the crowd of 30 to 40 people outside the premises

- 4.15 Officers have faced hostility in a number of premises when carrying out their enforcement duties. This is not acceptable and action will be taken against premises who try to obstruct officers in carrying out their lawful duties.
- 4.16 The Development Compliance Team are now also in a position to carry out seizures based on non-adherence to the Enforcement Notices that have been issued to some shisha cafes. On 11 January 2019 the Development Compliance Team, supported by GMP Officers along with other Council officers and officers from HMRC carried out seizures at two premises removing 130 pipes, over 30kg of tobacco and hundreds of items associated with shisha smoking. These operations, along with Health Act seizures, will be repeated when council and GMP resources are available to ensure that they carried out in a safe and controlled manner.
- 4.17 Prosecution proceedings have also commenced against some owners and occupiers with the first planning prosecution case due to be heard in March.

5.0 Conclusion and next steps

- 5.1 The approach taken to date has seen an increase in enforcement action taken against Shisha premises who allow customers to smoke in breach of the Health Act 2006 and who are contravening planning permission. Over the last 2 years 9 shisha cafes have closed down due to a combination of enforcement action. The more recent action which has included seizing Shisha pipes is expected to increase this number, although it is still early days.
- 5.2 Action will continue against premises that are not complying with the Health Act 2006, planning legislation or any other related legislation.

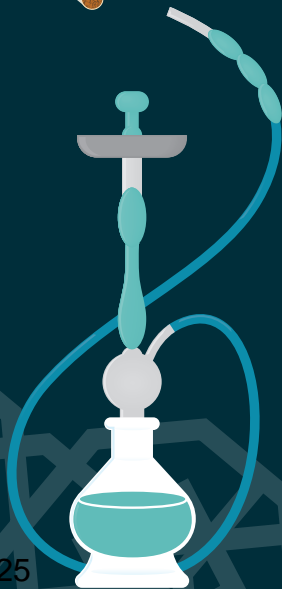


1 HOUR

OF SMOKING SHISHA
CAN BE AS DAMAGING AS

100
CIGARETTES

Know the facts, visit
manchester.gov.uk/shisha



SMOKING SHISHA CAN SERIOUSLY DAMAGE YOUR HEALTH, AND LAND YOU WITH A FINE

Think shisha is harmless?

Think again:

- the water does not filter out the harmful tobacco smoke
- the flavours mask the tobacco taste.

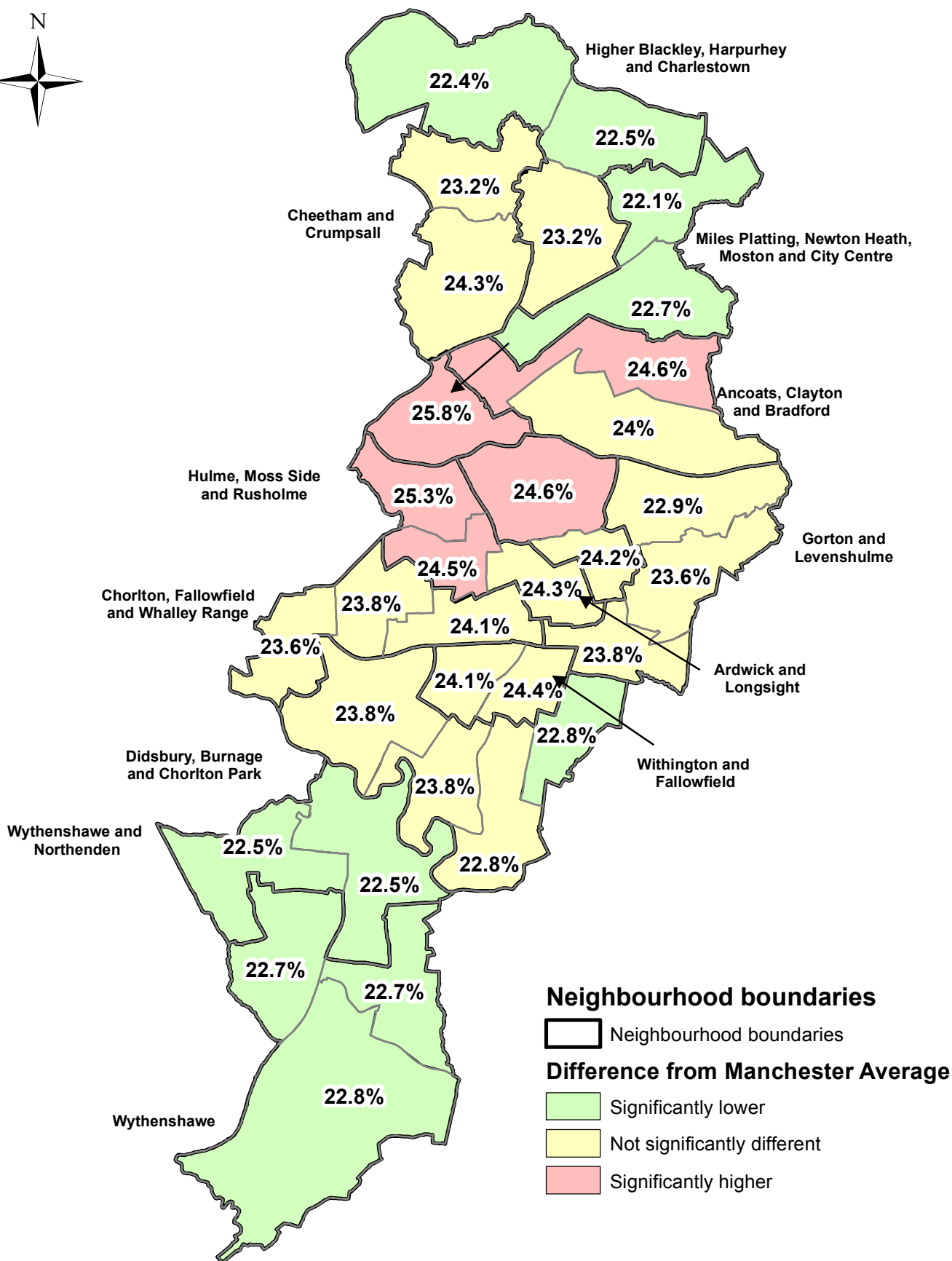


Think shisha is always legal?

Think again:

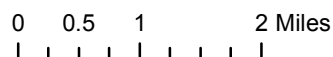
- it's illegal to smoke shisha, even if it's tobacco-free, in an enclosed or mostly enclosed public place. If you do, you can be fined **£50**.

Estimated smoking prevalence 2017



Population Health and Wellbeing Team
 Manchester Health and Care Commissioning

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**Manchester City Council
Report for Information**

Report to: Neighbourhoods and Environment Scrutiny Committee
– 6 February 2019

Subject: Scheme Review – Princess Road / Princess Parkway
(Speed Limit Reduced from 40mph to 30mph)

Report of: The Operational Director of Highways

Summary

The purpose of this report is to review the speed limit reduction scheme that was implemented on the A5103 - Princess Road and the impact on 2 adjacent roads (Alexandra Road South and Nell Lane). The speed limit along Princess Road was recently reduced from 40 mph down to 30mph - implemented on the 30 April 2017 via the introduction of a Temporary Traffic Regulation Order (TTRO). This temporary order was put in place as a safety precaution while the permanent order was progressed.

The scheme was developed in response to public concerns around road safety, and in particular the safety of pedestrians crossing Princess Rd. The severity of the concerns had been heightened by two fatal collisions involving pedestrians at the Darley Avenue crossing in December 2015 and December 2016.

Recommendation

Scrutiny Committee is asked to consider the content of this report.

Wards Affected: Chorlton Park, Didsbury West, Fallowfield, Hulme, Moss Side, Old Moat, Whalley Range

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Background documents (available for public inspection): None

1.0 Introduction and Background

- 1.1 Princess Road is a key arterial route running north-south, and linking the M56/M60 in the south of Manchester to the City Centre. The road was previously subject to a 40mph speed limit along the entirety of its length.
- 1.2 In response to public concerns with regard to safety, and in particular the safety of pedestrians crossing Princess Road, a Temporary Traffic Regulation Order (TTRO) was implemented on the 30th April 2017 reducing the speed limit to 30mph. The severity of the concerns had been heightened by two fatal collisions involving pedestrians at the Darley Avenue crossing in December 2015 and December 2016.
- 1.3 Consultation on the speed reduction proposal was carried out with key stakeholders and members of the public between 11th August and 23rd September 2016 regarding the potential reduction in speed limit.
- 1.4 In order to implement the TTRO, temporary information signs were provided along the length of Princess Road to inform drivers of the new 30mph limit. The existing 40mph roundel signs were used to create 30mph roundels, leaving open the option of reinstating the previous 40mph limit if necessary.
- 1.5 Monitoring undertaken during the TTRO period established that the reduction of the speed limit had a positive impact on Princess Road. The scheme saw a reduction of vehicular speeds and greater speed limit consistency along the A5103 corridor. There was evidence of a slight reduction in traffic volume and accident frequency during the TTRO period, suggesting the reduced speed limit had contributed to a safer environment for all road users.
- 1.6 As such, recommendations were made to make the speed limit reduction permanent, and the legal advertisements for the proposal took place in March 2018. There were no objections to the proposals, and the order came into force permanently on 28th March 2018.
- 1.7 This paper will provide specific information that has been requested by the committee. This information includes:
 - Analysis on the impact on the flow of traffic at peak times of the day
 - The impact of vehicles using surrounding roads as an alternative route
 - Collision Data
 - Speeding Fines

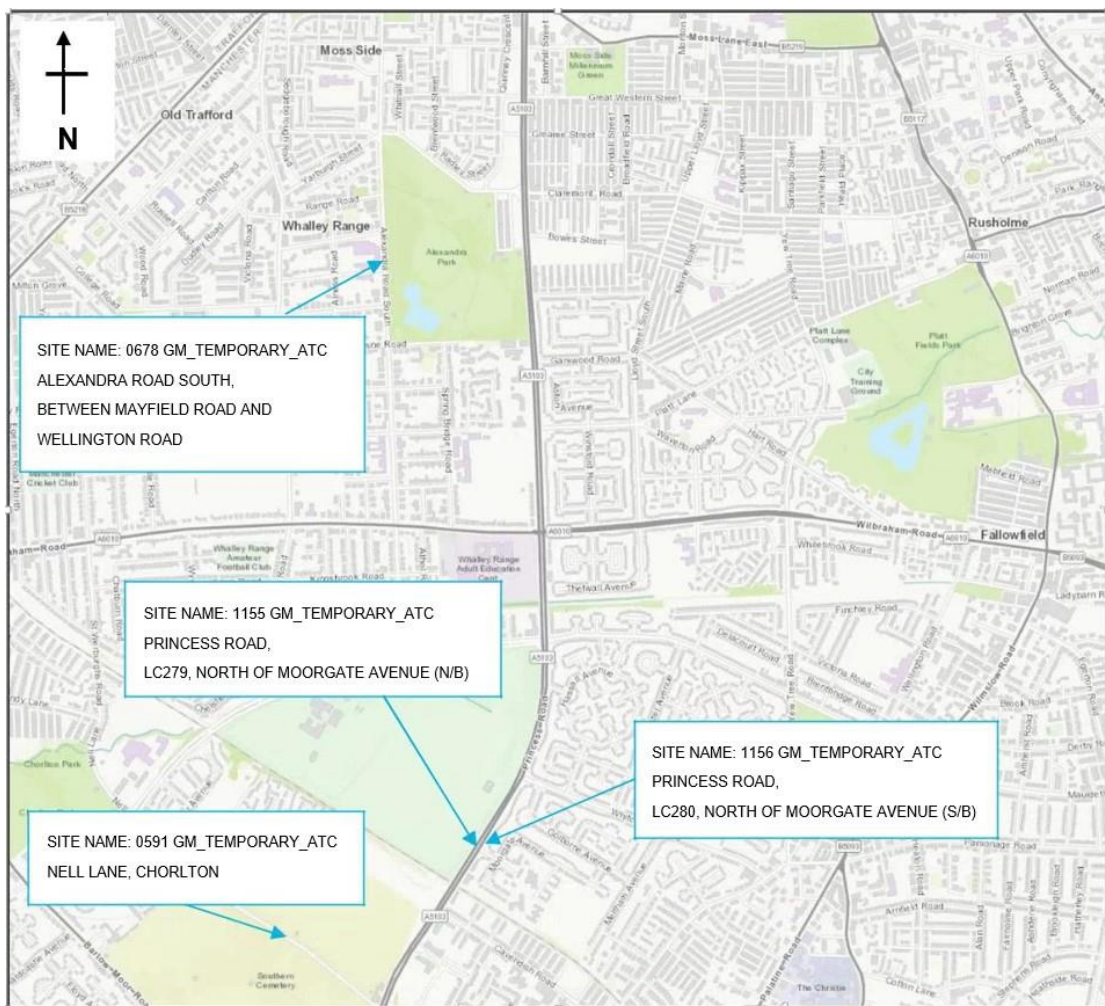
2.0 Traffic Counts

- 2.1 In order to determine whether the reduction in speed limit has had an effect on vehicular use of Princess Road, traffic flow and volume data was reviewed. Figure 'AA' shows the locations of the traffic counts on Princess Road, Alexandra Road and Nell Lane that were used for the analysis. Existing traffic data was acquired from TfGM records at each location before the speed limit reduction was implemented. Data was extracted for a 1 hour period during

both the AM and PM peak for a neutral weekday (Tuesday-Thursday during school term time).

- 2.2 A growth figure has been calculated for the AM and PM peak at each location and applied to the before count data. This creates an equivalent benchmark to 'normalise' annual increases in traffic flows and therefore allows comparisons between data to be more accurately assessed.
- 2.3 Traffic counts were conducted on Princess Road after the 30mph speed limit scheme was introduced at each location in February 2018. The counts were undertaken for an hour during both the AM and PM peak in both directions on a neutral weekday.

Figure 'AA' - Locations of the Traffic Count



2.4 Princess Road - The results of the counts are summarised below in Table 2.5.

2.5 Table 2.5 - Princess Road Traffic Count

		Princess Road				
		LC279, North of Moorgate Avenue (Northbound)		LC280, North of Moorgate Avenue (Southbound)		
		AM Peak (08:00 - 09:00)	PM Peak (16:00 - 17:00)	AM Peak (08:00 - 09:00)	PM Peak (16:00 - 17:00)	
BEFORE	28/03/2017	1298	1720	1291	1989	
(factored)						
AFTER	27/06/2017	988	1503	1361	1494	
	13/02/2018	1025	1303	991	2118	

2.6 The results of the before and after counts generally indicate a reduction in peak traffic flow, with the exception of the AM southbound evening peak. The after count when compared with the before count again indicates a general decrease, with the exception of the PM southbound peak. Both increases identified are small and can be attributed to day-to-day fluctuations caused by factors such as weather, roadworks and local events.

2.7 Alexandra Road - traffic count data for Alexandra Road was available only before the implementation of the 30mph speed limit, and was recorded between Mayfield Road and Wellington Road. The results of the November 2014 count, and the February 2018 count are summarised below in Table 2.8.

2.8 Table 2.8 - Alexandra Road Traffic Count

		Alexandra Road South, between Mayfield Road & Wellington Rd			
		AM Peak (08:00 – 09:00)		PM Peak (16:00 – 17:00)	
		Northbound	Southbound	Northbound	Southbound
BEFORE	18/11/2014	659	313	398	652
(factored)					
AFTER	08/02/2018	600	399	299	573

2.9 The after count when compared with the before count indicates a small general decrease, with the exception of the AM southbound peak. The variations between before and after traffic counts are small and can again be attributed to day-to-day fluctuations, and there is no evidence to suggest drivers are using Alexandra Road as an alternative to Princess Road following implementation of the speed reduction scheme.

2.10 Nell Lane - traffic count data for Nell Lane was available before the implementation of the 30mph speed limit, and was recorded west of Princess

Road. The results of the March 2015 count and the February 2018 count are summarised below.

2.11 Table 2.11 - Nell Lane Traffic Count

			Nell Lane, Chorlton			
			AM Peak		PM Peak	
			(08:00 – 09:00)		(16:00 – 17:00)	
			Northbound	Southbound	Northbound	Southbound
BEFORE		17/03/2015	353	250	380	390
(factored)						
AFTER		15/02/2018	345	290	385	397

2.12 The after count when compared with the before count indicates generally small increases in traffic volume, with the exception of the AM northbound peak. In 3 cases (AM northbound, both PM directions) the variation in number of vehicles recorded is less than 10. The variations are very small and can be attributed to day-to-day fluctuations. There is no evidence to suggest the decrease in speed limit on Princess Road has caused an increase in traffic volume on Nell Lane.

3.0 Collision Analysis

3.1 To help us to measure the success of the reduced speed limit we have included a review of the collision records. An analysis has been undertaken before and after the reduction of the speed limit. This has been undertaken for Princess Road, Alexandra Road and Nell Lane.

3.2 Generally, inappropriate and excessive speed is often a contributing factor in a high proportion of traffic collisions, as the higher a vehicles speed the shorter the driver's reaction time. Excessive speed clearly has a major impact on the severity of a collision due to the increased force involved, and even small increases in speed can cause a significant increase in accident severity.

3.3 You will note that the before collision data covers a 36 month period and the after a 12 month period. Generally, you would analyse collision data over a 3 or 5 year period, however as the speed limit has not been in effect for that length of time we have analysed 12 months of after data, which helps to make some direct comparisons easier.

3.4 Princess Road Collision Statistics (Pre-Speed Limit Change)

Princess Road Recorded Collisions: 2014 - 2017 (36 months data)			
(Pre-Speed Limit Change)			
Route Sectors	Slight	Serious	Fatal
Mancunian Way - Radnor Street	7	0	1
*Radnor Street - Parkside Road	22	2	0
Parkside Road - Mauldeth Road West	18	5	0

Mauldeth Road West - Barlow Moor Road	19	3	0
Barlow Moor Road - Princess Parkway		0	2
Total	70	10	3
<i>* Existing 30mph speed limit prior to whole corridor change</i>			

3.5 Princess Road Collision Statistics (Post-Speed Limit Change)

Princess Road Recorded Collisions: 2017 – 2018 (12 months data)			
(Post-Speed Limit Change)			
Route Sectors	Slight	Serious	Fatal
Mancunian Way - Radnor Street	4	0	0
<i>*Radnor Street - Parkside Road</i>	3	2	0
Parkside Road - Mauldeth Road West	4	1	0
Mauldeth Road West - Barlow Moor Road	11	2	0
Barlow Moor Road - Princess Parkway	2	1	0
Total	24	6	0
<i>* Existing 30mph speed limit prior to whole corridor change</i>			

3.6 Alexandra Rd / South Collision Statistics (Pre-Speed Limit Change)

Alexandra Rd/ South Recorded Collisions: 2014 – 2017 (36 months data)			
(Pre-Princess Road Speed Limit Change)			
Route Sectors	Slight	Serious	Fatal
Moss Lane West - Claremont Road	1	0	0
Claremont Road - Wilbraham Road	5	1	0
Wilbraham Road - Mauldeth Road West	0	0	0
Total	6	1	0

3.7 Alexandra Rd / South Collision Statistics (Post-Speed Limit Change)

Alexandra Rd/ South Recorded Collisions: 2017 – 2018 (12 months data)			
(Post-Princess Road Speed Limit Change)			
Route Sectors	Slight	Serious	Fatal
Moss Lane West - Claremont Road	0	0	0
Claremont Road - Wilbraham Road	2	0	0
Wilbraham Road - Mauldeth Road West	0	0	0
Total	2	0	0

3.8 Nell Lane Collision Statistics (Pre-Speed Limit Change)

Nell Lane Recorded Collisions: 2014 – 2017 (36 months data)			
(Pre-Princess Road Speed Limit Change)			
Route Sectors	Slight	Serious	Fatal
Sandy Lane - Mauldeth Road West	2	0	0
Mauldeth Road West - Princess Road	1	1	0
Princess Road - Burton Road	0	0	0
Total	3	1	0

3.9 Nell Lane Collision Statistics (Post-Speed Limit Change)

Nell Lane Recorded Collisions: 2017 - 2018 (12 months data)			
(Post-Princess Road Speed Limit Change)			
Route Sectors	Slight	Serious	Fatal
Moss Lane West - Claremont Road	1	0	0
Mauldeth Road West - Princess Road	1	0	0
Princess Road - Burton Road	0	0	0
Total	2	0	0

3.10 The collision statistics on Princess Road / Parkway, when compared over a 12 month period effectively show no real change in numbers – however there has been a reduction in the number of fatal collisions (down to zero) and a small increase in the number of serious collisions.

3.11 The collision statistics on Alexandra Road and Nell Lane show a very similar pattern from both before and after the speed limit reduction on Princess Road / Parkway, albeit the numbers are very low which makes any meaningful comparison extremely difficult.

4.0 Changes in vehicle volumes and speeds

4.1 The data below captures the number of incidents detected where vehicles were recorded as driving above the posted speed limit. More information is captured in table 4.5 below which shows actual average vehicle speeds.

4.2 Princess Road
(Mancunian Way to Princess Parkway/River Mersey) –

- March 2014 - April 2017 = 13,960
- May 2017 - Dec 2018 = 9,310

4.3 Nell Lane
There are no safety cameras on Nell Lane and GMP have no recorded incidents of vehicles exceeding the speed limit

4.4 Alexandra Road / South
Whilst Alexandra Road South has a safety camera in place – this site is there are no recorded incidents of vehicles exceeding the speed limit.

4.5 The table below show the average speeds taken both before and after the introduction of the temporary 30mph speed limit.

			Weekday			Weekend		
			May - Dec 2016	May - Dec 2017	Change	May - Dec 2016	May - Dec 2017	Change
Princess Road	S	Mancunian Way to River Mersey	21.7	20.1	-1.6	25.3	23.7	-1.7
Princess Road	N	Mersey River to Mancunian Way	22.0	20.2	-1.8	25.1	23.3	-1.8
Alexandra Road/South	S	Moss Lane East to Wilbraham Road	21.4	20.9	-0.5	23.8	24.1	0.2
Alexandra Road/South	N	Wilbraham Road to Moss Lane East	22.1	21.2	-0.9	24.1	23.9	-0.2
Nell Lane	S	Mauldeth Road West to Princess Road	16.6	15.8	-0.9	19.0	18.0	-1.0
Nell Lane	N	Princess Road to Mauldeth Road West	22.4	20.2	-2.3	23.9	21.3	-2.6

5.0 Conclusion

5.1 The reduction in speed limit on Princess Parkway / Road, appears to have had a positive effect in reducing the severity of collisions, which would correlate with a reduction in the overall speed of vehicles. There does not appear to of been any significant increase or decrease in traffic volumes with no noticeable shift onto other alternative routes.

5.2 The number of incidents of vehicles driving above the posted speed limit would appear to be higher since the introduction of the new speed limit, but as previously highlighted there can be a number of variables that can impact on this.

5.3 Overall there is a small reduction in the average vehicle speeds on Princess Parkway / Road, but generally these are not significant.

6.0 Recommendations

6.1 Scrutiny Committee is asked to consider the content of this report.

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Working Together to Tackle Congestion

Monitoring and managing traffic flow in Manchester

TfGM Highways

TfGM Highways have delegated responsibilities (from GMCA) for providing services to the 10 Districts of Greater Manchester under 4 Protocols

- Protocol 1: Traffic Signals (UTC)
- Protocol 2: Transport Studies/Forecasting (HFAS)
- Protocol 3: Network Management and Development (KRN)
- Protocol 4: Road Safety (JRSG)

TfGM Control Room

- Control Room operational 24/7
- Monitoring the highway network across GM, utilising 75 TfGM cameras and accessing CCTV owned by Manchester, Stockport and Highways England.
- Bus operator co-located in Control Room to allow greater visibility and quicker response to network incidents.
- Producing twice daily peak reports for a “lookback” on network performance across all modes.
- Providing Incident alerts to highlight major disruption.
- Providing real time traffic updates to Social Media.
- Identify roadworks that are likely to impact the highway network, supporting planned diversions.
- For Events, represent TfGM in Silver and Gold planning meetings to ensure a multi agency response is coherent and cohesive
- Maintaining strong relationships with key stakeholders to ensure disruption around planned events are minimised.
- Implementing a VMS strategy to support planned events.



Event Management

Regular event management for:



Annual and 'one-off' event management for:



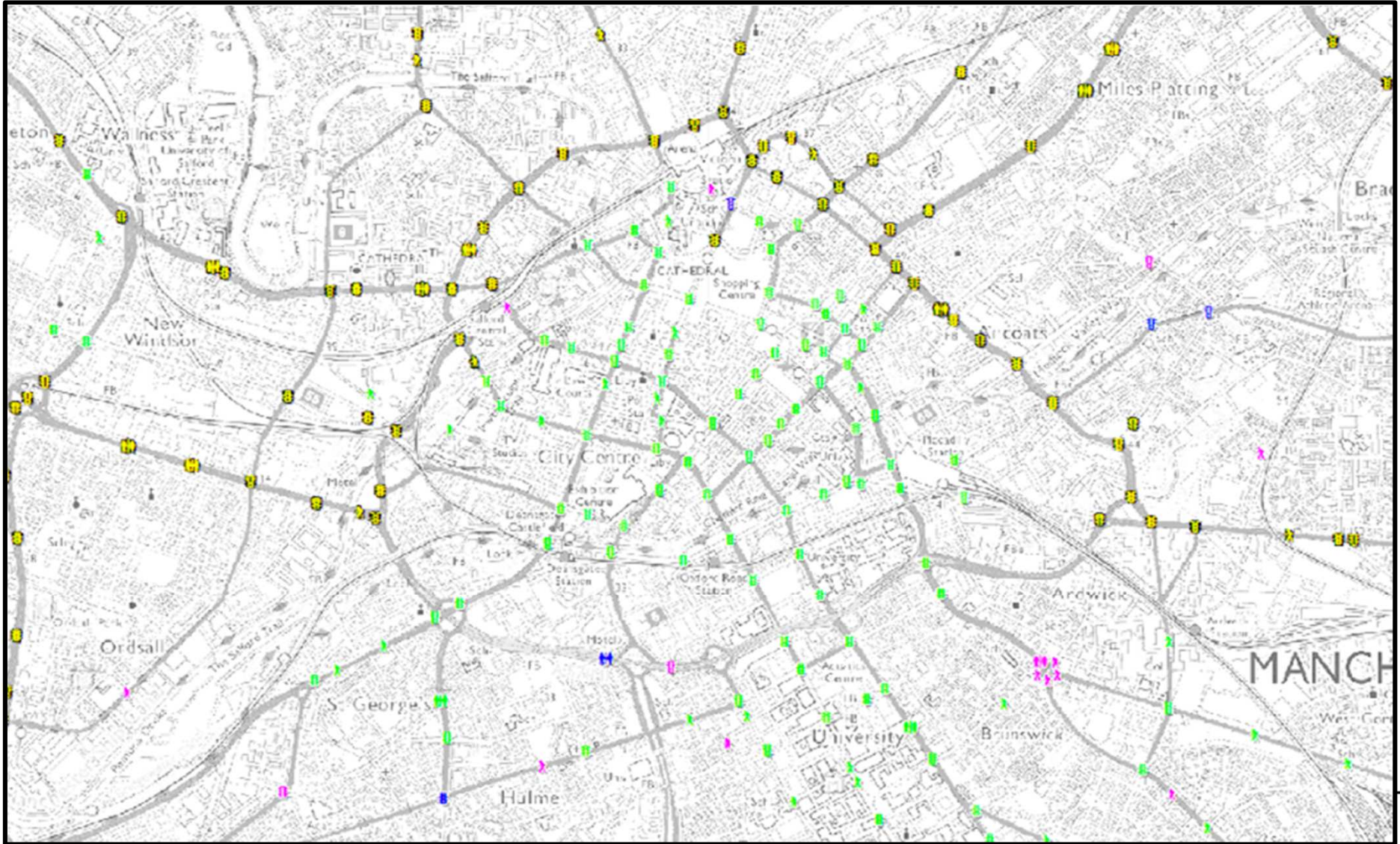
Supporting Special Events

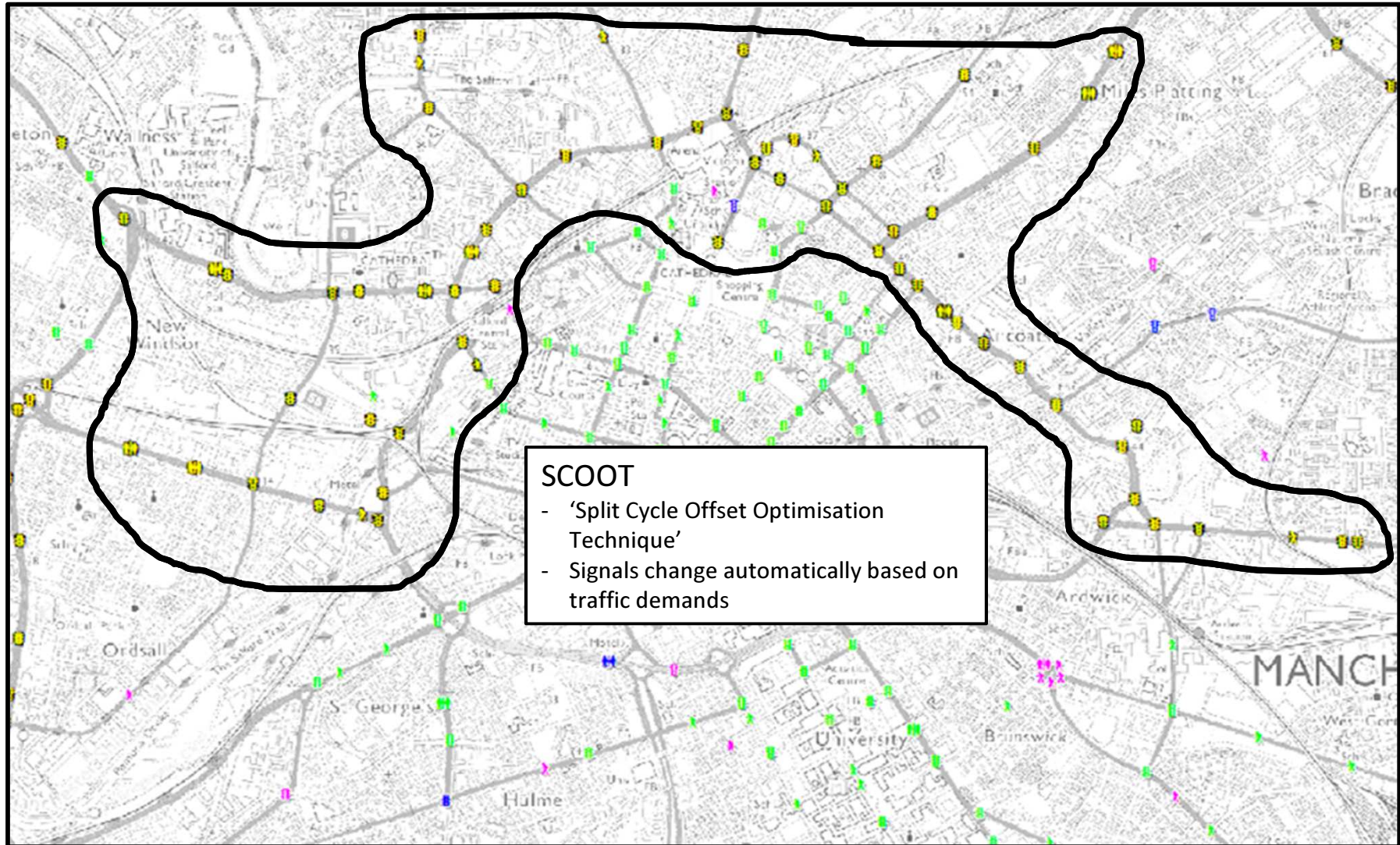
**FOOTBALL MATCH
OLD TRAFFORD
TUES 27TH NOV 8PM
INNER RING RD
CONGESTION FROM
3PM – PLAN JNY NOW**

**MUFC V YOUNG BOYS
OLD TRAFFORD
TODAY 20:00
CONSIDER METROLINK
TO GET TO THE GAME
PLAN @TFGM.COM**



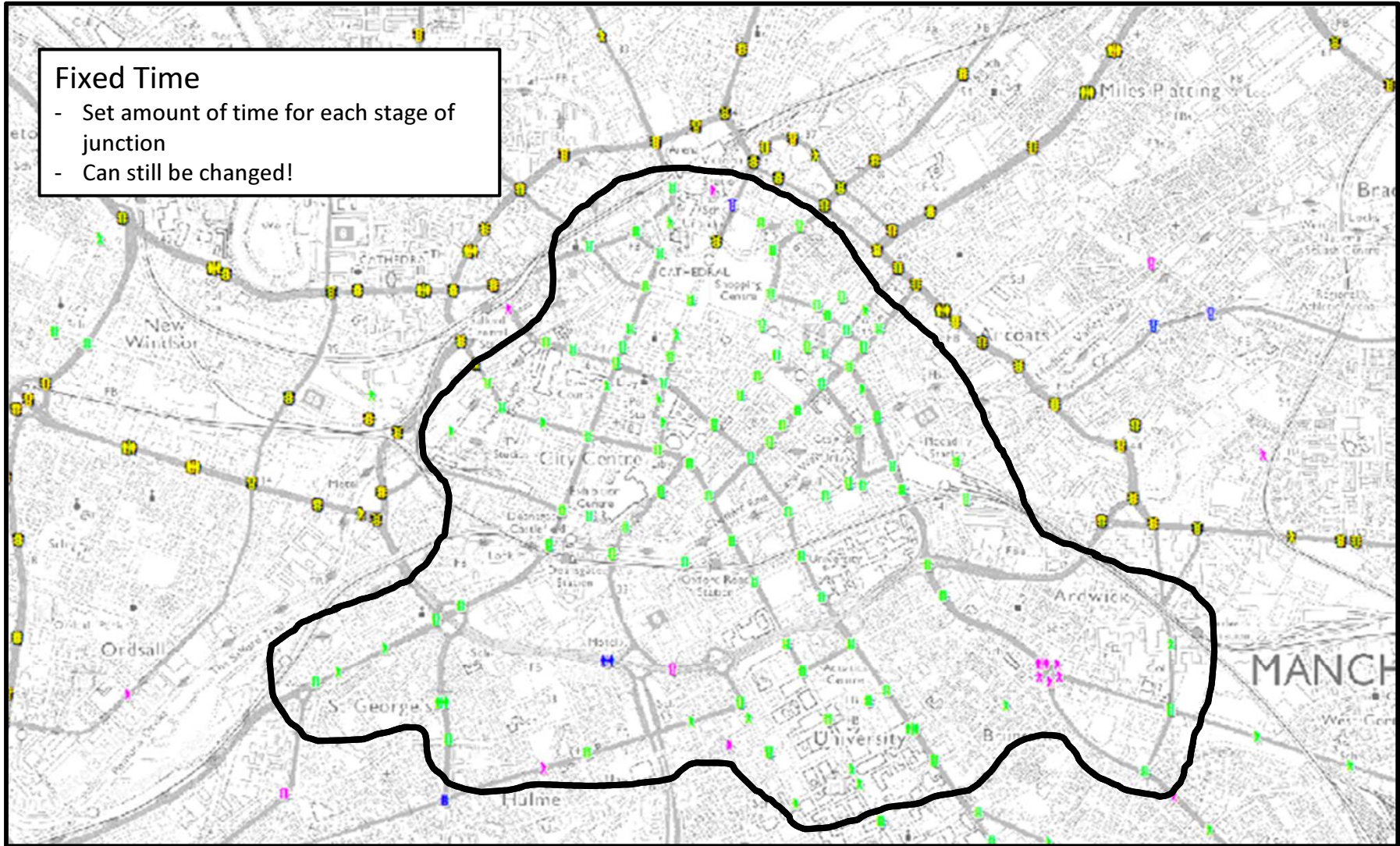
Map of all the traffic signals in Manchester City Centre.





Fixed Time

- Set amount of time for each stage of junction
- Can still be changed!



Urban Traffic Control System

Plan Monitor J04211 MANCH scan 18 enter Su 06-Nov-11 13:39:55
 Current Timetable 07 Title:- Sunday

Control	Reply
* * * * * G T D S D F F F	* * * * * C C D L D G G G
* * * * * O S X O B C B A	* * * * * P S F F R C B A
* * * * *	* * * * * 1 B
0 0 0 0 0 0 1 0 0 0 0 0 0 0 1	0 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0

Current Plan 20 (Timetable) Counter 055 Output Stage(s) A
 CY060 B 18, AB 19, C 33, AC: 50, A 52 New Plan

Plan Cycle Times	Timetable	Monitor	Fault Messages
01:LCL 10:080 19:LCL 28:LCL 00:30 40	C 9 2		
02:LCL 11:080 20:060 29:LCL 10:00 20			
03:LCL 12:080 21:060 30:080 22:00 40			
04:LCL 13:LCL 22:080 31:080			
05:LCL 14:LCL 23:LCL 32:LCL			
06:LCL 15:LCL 24:LCL 33:LCL			
07:LCL 16:LCL 25:LCL 34:LCL			
08:LCL 26:LCL			
09:LCL 27:06			

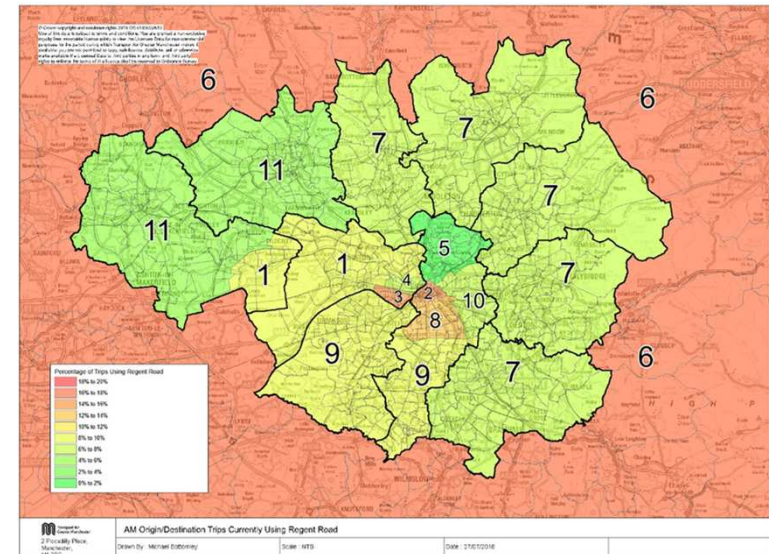
fxx menu 123 <>



HFAS Modelling – informing decisions

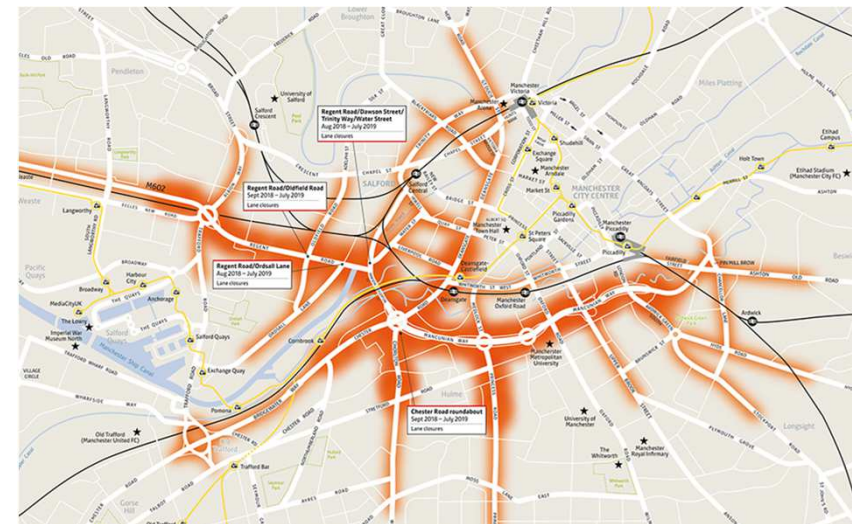
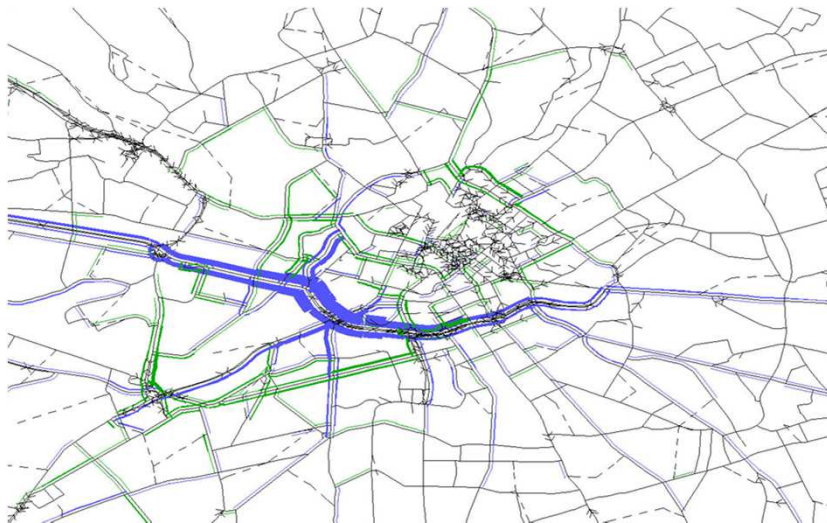
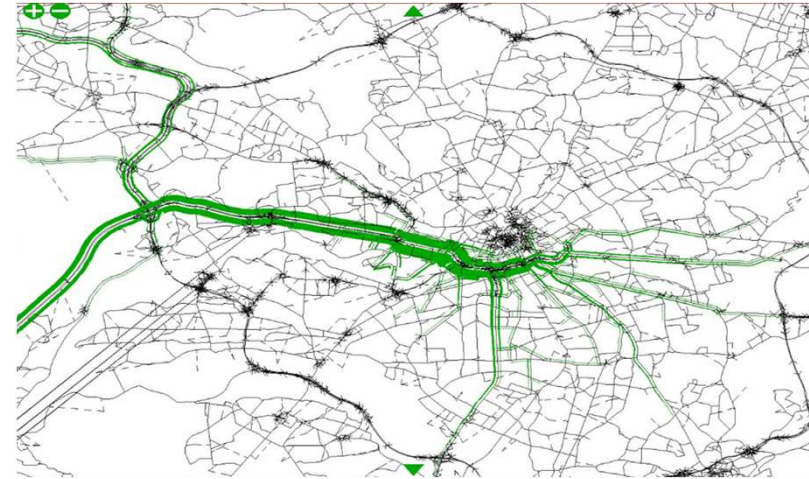


- HFAS used the GM SATURN traffic model to understand traffic currently using Regent Road, specifically their origins and destinations.
- Nearly 35% of traffic using Regent Road either starts or finishes its journey outside Greater Manchester
- Used by Manchester's and TfGM's Communication's Team to inform the communications strategy and potential other interventions to encourage changes in driver behaviour



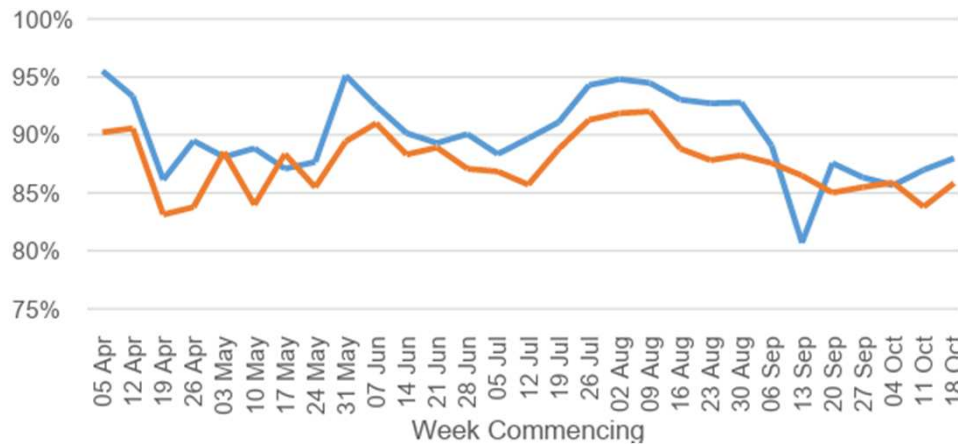
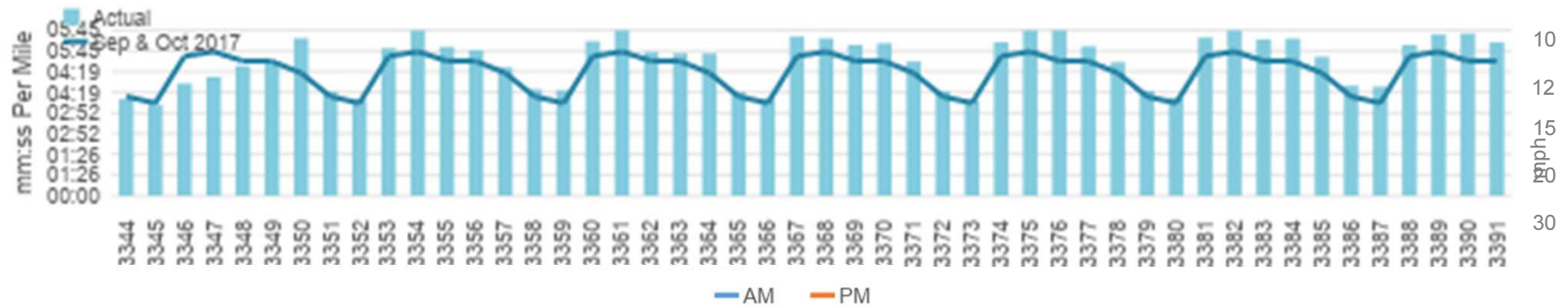
HFAS Modelling – informing decisions

- The plot to the right shows the main routes of traffic currently using Regent Road
- Modelling of the construction traffic management identified changes in routes used by traffic (below)
- This modelling formed the basis of the congestion heatmaps provided to the public by the TfGM Communications team.



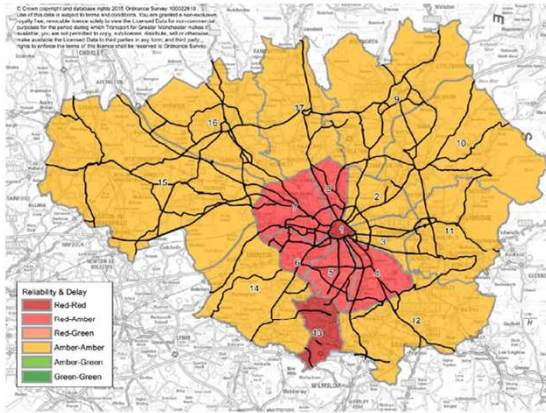
TfGM also monitor the performance of the key route network and report on overall performance and delays.

Data

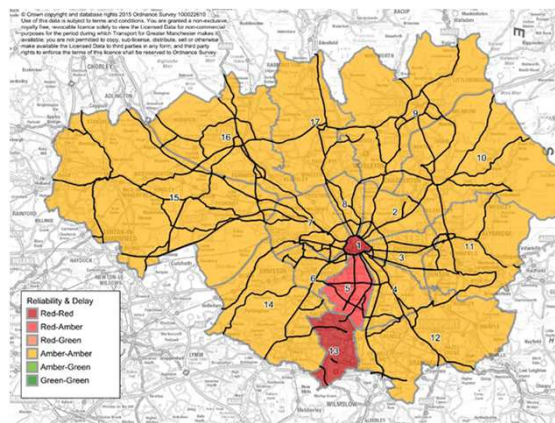


Overall level of reliability & delay during the AM and PM peak across the KRN.

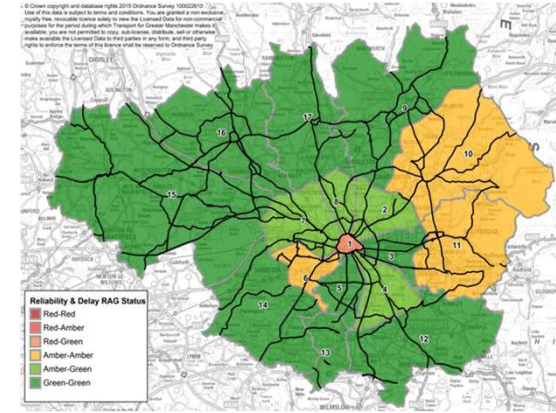
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20-26 April 2018



14-20 Sept 2018




19-25 Oct 2018

10%↓

During the school holidays morning peak traffic drops by around 10%, but this can halve journey times on some routes

Greater Manchester Congestion Deal



Manage the network
more effectively



Provide more
travel choices



Provide more capacity for
moving people and goods

Managing disruption to traffic flow

Measures to minimise disruption

- MCC seeks to coordinate all works, development and events
 - For all Major schemes, and many Minor and Standard schemes, MCC Highways engage in advance with scheme promoters.
 - Contractors are encouraged to look at ways to minimise disruption
 - Advice from MCC could cover:
 - Working longer hours (reduce length of works)
 - Working out-of-hours/weekends
 - Using innovative working practices or traffic management techniques to reduce impact
- GMRAPS system – TfGM and MCC review roadworks proposals to ensure disruption is minimised and coordinated
-

Measures to minimise disruption

- MCC hosts quarterly co-ordination meetings to ensure opportunities to co-ordinate road works are fully considered
- MCC will meet more regularly with utilities providers and contractors to improve collaboration

Pre-roadwork management – GMRAPS System

- GMRAPS is a system managed by TfGM for MCC to assess and approve all works on the highway
- TfGM consider strategic context and manage the overall system
- MCC review detailed proposals and approve scheme and implementation details
- Contractors must apply for permit, setting out full details of works proposed
- Proposals are assessed based on impact on strategic networks and local impact
- Work must be carried out in accordance with the approved permit
- On-going monitoring and management of schemes is managed through GMRAPS

Pre-roadwork management – GMRAPS System

- Permits through GMRAPS include operation conditions
 - The conditions reflect nationwide practice, and cover:
 - methodology,
 - road occupation dimensions,
 - material and plant storage,
 - time and date constraints

Pre-roadwork management – other measures

- Advance warning signs are installed on site
- All key MCC and external stakeholders are informed, including legal publicity in the press
- MCC liaise with public transport providers (buses and Metrolink)
- Modelling of road closures in advance to inform messaging
- Localised letter drops prior to closures and diversions
- Face to face liaison with local residents and businesses
- Continue business forums

Major infrastructure traffic management – ‘strategic’

- Pre–construction advertising campaign :
 - Letter drops
 - Radio advertising
 - Business forums
 - Website
 - VMS signage on site
 - During construction:
 - TfGM and MCC websites
 - Social media messaging
 - Road closure updates
 - Members’ briefings
 - Minimise working constraints such as embargos
-

Major infrastructure traffic management – ‘on the ground’

During construction:

- Work is monitored and managed during implementation through the GMRAPS system
- Free vehicle recovery
- Scheme signboards on local and strategic routes with website & public liaison officer contact details
- Respond and react quickly to complaints and queries
- Work with 3rd party works to amalgamate tm and minimise disruption
- Daily monitoring of all road user traffic management inc. Pedestrians & cyclists
- Regular meetings - cross border and multi stakeholder:
 - Traffic management coordination
 - Communications strategy

Licences

- MCC issues licences for skips, scaffolding and hoarding
- Applications for these licences are managed using the Symology licensing system
- Management is similar to GMRAPS, and MCC considers similar issues:
 - Promoting safety of road-users, especially pedestrians
 - Minimise Disruption
 - Co-ordinate work

Conclusion

- Managing traffic flow is a key challenge for a busy city like Manchester
- Managing change (new developments), maintenance (roadworks) and events all add complexity to the challenge
- Important that there is monitoring and planning across stakeholders to manage traffic effectively
- Members are key stakeholders, and comments/questions from the Committee on the approach set out are welcome

**Manchester City Council
Report for Resolution**

Report to: Neighbourhoods and Environment Scrutiny Committee
– 6 February 2019

Subject: Overview Report

Report of: Governance and Scrutiny Support Unit

Summary

This report provides the following information:

- Recommendations Monitor
- A summary of key decisions relating to the Committee's remit
- Items for Information
- Work Programme

Recommendation

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

Contact Officers:

Name: Lee Walker
Position: Scrutiny Support Officer
Telephone: 0161 234 3376
Email: l.walker@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 lists recommendations made by the Neighbourhoods and Environment Scrutiny Committee. Where applicable, responses to each will indicate whether the recommendation will be implemented, and if it will be, how this will be done.

Date	Item	Recommendation	Response	Contact Officer
19 July 2017	NESC/17/31 Manchester Climate Change Agency: progress report 2015-17	That a performance dashboard be established that could be used to provide a summary of progress against the citywide climate change strategy.	A response to this recommendation has been requested and will be circulated once received.	Richard Elliott Head of Policy, Partnerships and Procurement
5 December 2018	NESC/18/55 Compliance and Enforcement Service - Performance in 2017/18	The Committee recommends that a briefing note on the planned activities for the Strangeways area be prepared by officers and circulated to members of the Committee.	A response to this recommendation has been requested and will be circulated once received.	Fiona Sharkey
9 January 2019	NESC/19/03 Greater Manchester Clean Air Plan – Update	The Committee recommend that when the outline business case is submitted for consideration that the Mayor of Greater Manchester and the Walking and Cycling Commissioner, Chris Boardman be invited to attend and contribute to the discussion.	Please see the Work Programme for the meeting of 6 March 2019. Chris Boardman's office have indicated that he is unavailable to attend the meeting of 6 March 2019.	Lee Walker

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 **16 January 2019**, containing details of the decisions under the Committee's remit is included overleaf. This is to keep members informed of what decisions are being taken and to agree, whether to include in the work programme of the Committee.

Decisions that were taken before the publication of this report are marked *

Decision title	What is the decision?	Decision maker	Planned date of decision	Documents to be considered	Contact officer details
<p>Cycle City Ambition Grant Phase 2 – 2015 to November 2018 (part of the Velocity 2025 Programme)</p> <p>Ref: 15/061</p>	<p>To approve the Cycle City Ambition Grant to be delivered within the allocated budget which is set by TfGM. Delegated powers approval(s) to undertake the required works on the highway and Traffic Regulation Order amendments.</p> <p>There are 2 corridors included in this scheme: Chorlton Cycleway Regional Centre.</p>	<p>Citywide Highways Manager in consultation with the Executive Member for the Environment</p>	<p>March 2018 or later</p>	<p>Delegated Approvals Report</p>	<p>Mark Stevenson 0161 219 6215 m.stevenson@manchester.gov.uk</p> <p>Nichola McHale 0161 219 6278 n.mchale@manchester.gov.uk</p>

<p>Great Ancoats Street Growth Deal Funding</p> <p>Ref: 15/064</p>	<p>To obtain approval to carry out the associated highway alterations and statutory legal procedure to process the Traffic Regulation Orders.</p>	<p>Citywide Highways Manager (in consultation with the Executive Member for the Environment)</p>	<p>March 2018 or later</p>	<p>Delegated Approvals report</p>	<p>Mark Stevenson 0161 219 6215 m.stevenson@manchester.gov.uk</p> <p>Val Edwards 0161 219 6522 v.edwards@manchester.gov.uk</p>
<p>Greater Manchester Growth Deal 2, Minor Works Programme</p> <p>Ref: 2016/12/19B</p>	<p>Greater Manchester Growth Deal 2 grant funding has been made available by the Greater Manchester Combined Authority (GMCA) for a programme of minor works projects. The minor works will comprise highway improvement works which will include a range of measures from pedestrian crossing facilities, parking and footway improvements and traffic calming.</p>	<p>Director of Highways</p>	<p>March 2018 or later</p>	<p>Report and Recommendation</p>	<p>Emma White 0161 219 6521 e.white@manchester.gov.uk</p> <p>Kevin Gillham 0161 234 5148 k.gillham@manchester.gov.uk</p>

<p>Highways Investment Programme 2017-18 to 2021-22</p> <p>Ref: 2017/03/21B</p>	<p>The approval of the programmes of planned maintenance works for the purpose of improving the condition of the highways network within the City.</p>	<p>The Executive</p>	<p>March 2018 or later</p>	<p>Report and Recommendation</p>	<p>Paul Swann 0161 219 2220 p.swann@manchester.gov.uk</p>
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3. Item for Information

Subject	Update on the Manchester to Chorlton Walking and Cycling Scheme consultation exercise
Contact Officers	Richard Elliott Head of City Policy

A very good level of response was generated through the consultation on the Manchester to Chorlton Walking and Cycling scheme. Over 1,700 comments have been received following six public events, distribution of 2,600 leaflet and over 14,000 views of the information on the website. Following the closure of the consultation on 25th January work is now underway to carefully analyse all responses provided and a full analysis of the results and any proposed revisions to the plans, will be provided in the Spring once this work is completed.

**Neighbourhoods and Environment Scrutiny Committee
Work Programme – February 2019**

Wednesday 6 February 2019, 10am (Report deadline Friday 25 January 2019)				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Detailed Budget and Business Plans	The Committee will consider the refreshed budget and business plans for the Neighbourhoods Directorate, following consideration of original proposals at its December 2018 meeting.	Cllr Akbar Cllr Stogia Cllr Richards Cllr Ollerhead	Fiona Worrall	20 minutes allocated
Shisha Bars	Update on work to tackle the challenges and issues presented by the City's Shisha Bars.	Cllr Akbar	Fiona Sharkey	20 minutes allocated
Highways and the Flow of Traffic across the City	This report will provide Members with information on how traffic flow is monitored, managed and facilitated across the city.	Cllr Stogia	Richard Elliott	30 minutes allocated
Princess Road / Princess Parkway and the impact of the 30mph speed limit introduced April 2017	This report will include: - Data on the number of serious incidents and collisions following the implementation of the speed restriction; - Comparative data on the number of speeding fines issued; - The impact of vehicles using surrounding roads as an alternative route; - Analysis on the impact on the flow of traffic at peak times of the day.	Cllr Stogia	Steve Robinson	30 minutes allocated
Overview Report	This is a monthly report which includes the recommendations monitor, relevant key decisions, the	-	Lee Walker	10 minutes allocated

	<p>Committee's work programme and any items for information.</p> <p>An update on the outcomes of the Chorlton cycle way consultation will be provided as an item for information.</p>			
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Wednesday 6 March 2019, 10am (Report deadline Friday 22 February 2019)

Item	Purpose	Lead Executive Member	Lead Officer	Comments
Final Report of the Behaviour Change and Waste Task and Finish Group	To receive the findings and recommendations of the Behaviour Change and Waste Task and Finish Group.	Cllr Akbar	Lee Walker	To Be Confirmed
Greater Manchester Clean Air Plan	To present the outline business case for consideration and comment.	Cllr Stogia	Richard Elliott	Invitations to be sent to the Mayor of Greater Manchester and the Walking and Cycling Commissioner, Chris Boardman
Update on Homelessness and Housing	To receive an update report and information on the following areas: 1. Manchester Move and the Housing Allocations Policy; 2. The work that is taking place to tackle homelessness and rough sleeping in the City, including the use of temporary accommodation and how these are inspected.	Cllr S Murphy Cllr Richards	Nicola Rea Jon Sawyer	40 minutes allocated

Playing Our Full Part on Climate Change – Updating Manchester’s Commitment – Draft action plan	The Committee will consider the citywide action plan/call to action drafted with all partners setting out what needs to be achieved and a draft action plan for staying within the carbon budget and reaching zero carbon by 2038.	Cllr Stogia	Richard Elliot Jonny Sadler	See minutes of 7 November 2018.
Overview Report	This is a monthly report, which includes the recommendations monitor, relevant key decisions, the Committee’s work programme and any items for information. An update in the outcomes of the Members discussions with the Highways Department will be included as an item for information.	-	Lee Walker	

Items to be scheduled				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Air Quality Task and Finish Group – Update report	To receive a report that provides the Committee with an update on the actions taken to progress the recommendations made by the Air Quality Task and Finish Group. The report will include a section specifically on air pollution around schools.	Cllr Stogia Cllr Craig	Richard Elliott	See minutes of NESC November 2017. Ref: NESC/17/53 Invitation to Cllr Paul, Chair of the Air Quality Task and Finish Group