



Neighbourhoods and Environment Scrutiny Committee

Date: Wednesday, 4 November 2020
Time: 2.00 pm
Venue: Virtual Meeting - Webcast at -
https://manchester.public-i.tv/core/portal/webcast_interactive/485366

There will be a private meeting for Members only at 11am Monday 2 November 2020 via Zoom. A separate invite will be sent to members with joining details.

Advice to the Public

The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020

Under the provisions of these regulations the location where a meeting is held can include reference to more than one place including electronic, digital or virtual locations such as internet locations, web addresses or conference call telephone numbers.

To attend this meeting it can be watched live as a webcast. The recording of the webcast will also be available for viewing after the meeting has concluded.

Membership of the Neighbourhoods and Environment Scrutiny Committee

Councillors - Igbon (Chair), Azra Ali, Appleby, Butt, Flanagan, Hassan, Hughes, Jeavons, Kilpatrick, Lynch, Lyons, Razaq, Sadler, Strong, Whiston, 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. Minutes** 5 - 12
To approve as a correct record the minutes of the meeting held on 7 October 2020.
- 5. Council's Medium Term Financial Plan and Strategy for 2021/22 - To follow**
- 6. Budget Options for 2021/22 - To follow**
- 7. Active Travel** 13 - 64
Report of the Strategic Director (Neighbourhoods)

This report provides an overview of the activities undertaken to promote active travel and connectivity across the city.
- 8. Monitoring and Compliance - Construction Sites** 65 - 78
Report of the Strategic Director (Neighbourhoods), the Director of Planning, Building Control and Licensing and the Head of Compliance, Enforcement and Community Safety

The report provides information requested by Members and a range of activities relating to the monitoring and compliance of construction sites.
- 9. Overview Report** 79 - 134
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. Speaking at a meeting will require a video link to the virtual meeting.

Members of the public are requested to bear in mind the current guidance regarding Coronavirus (COVID19) and to consider submitting comments via email to the Committee Officer. The contact details of the Committee Officer for this meeting are listed below.

The Council is concerned to ensure that its meetings are as open as possible and confidential business is kept to a strict minimum. When confidential items are involved these are considered at the end of the meeting and the means of external access to the virtual meeting are suspended.

Joanne Roney OBE
Chief Executive
3rd Floor, Town Hall Extension,
Lloyd Street
Manchester, M60 2LA

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, 27 October 2020** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Lloyd Street Elevation), Manchester M60 2LA

Neighbourhoods and Environment Scrutiny Committee

Minutes of the meeting held on 7 October 2020

This Scrutiny meeting was conducted via Zoom, in accordance with the provisions of The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020.

Present:

Councillor Igbon – in the Chair
Councillors Appleby, Butt, Flanagan, Hassan, Hughes, Jeavons, Kilpatrick, Lynch, Lyons, Razaq, Whiston, White and Wright

Apologies: Councillors Azra Ali, Lynch and Sadler

Also present:

Councillor Akbar, Executive Member for Neighbourhoods
Councillor Stogia, Executive Member for Environment, Planning and Transport

NESC/20/39 Minutes

Decisions

To approve the minutes of the meeting held on 2 September 2020 as a correct record.

NESC/20/40 Waste, Recycling and Street Cleansing Update

The Committee considered a report of the Strategic Director (Neighbourhoods) that provided the Members with an update on progress in delivering waste; recycling and street cleansing services.

The main points and themes within the report which included updates and information on a range of activities relating to: -

- The impact of pandemic (COVID-19);
- Service Update;
- Cycle lane cleansing;
- Bin collections;
- Collections and Quarterly cleansing of passageway bins;
- The Passageway Container Service Improvement Programme;
- Apartments;
- Contamination of recycling bins;
- Fly tipping;
- Household Waste and Recycling Centres (HWRC) and analysis of the impact of HWRC policy changes on incidences of flytipping;
- Keep Manchester Tidy – COVID Response;
- Littering in parks and green spaces;

- Love parks week and campaigns; and
- Engaging with residents in tackling litter and case studies.

The Executive Member for Neighbourhoods introduced the report by placing on record his thanks to all Neighbourhoods staff and Biffa crews for continuing to deliver a service during the challenging time of the COVID pandemic. He stated that those staff delivering these services are rightly regarded as key workers.

The Executive Member for Neighbourhoods stated that despite the challenges presented by COVID the city had maintained its recycling rate of 40%, commenting that this was an achievement when compared with the performance of other core cities. He stated that following conversations at previous scrutiny meetings and in response to concerns raised by Members significant work had been undertaken to improve aspects of the service, such as bin returns and passageway cleaning. He stated that Members had been kept regularly updated with these planned improvements. He further advised the Members that the 27 electric wagons were expected to be delivered before Christmas.

The Executive Member for Neighbourhoods described that challenges remained regarding the incidents of flytipping, collections from passageways and the sweeping of the areas around container bins. He described that he and officers were continuing to work closely with Biffa to address issues with the ambition to return stability to the service. He stated that when the green bin collection had moved to the winter schedule the staff resources that had been released had been redeployed to other duties.

The Executive Member for Neighbourhoods concluded by thanking the residents of Manchester for their understanding during the COVID period and continuing to recycle appropriately.

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

- The Committee wished to place on record their thanks to all staff and Biffa crews for delivering the service during the COVID period;
- Welcoming the positive case studies provided that described resident participation in Keep Manchester Tidy Campaigns;
- Noting the increase in PPE (Personal Protective Equipment) being disposed of irresponsibly and what was being done to address this;
- Noting that the implementation of physical measures to support social distancing had become traps for litter to accumulate and what was being done to address this;
- Had any analysis of capacity been undertaken of container bins been undertaken to ensure they meet the demand;
- Noting the incidents of missed bin collections was a recurring problem, causing frustration for residents;
- Passageways were not being swept;
- More detail was requested on contingency planning for the service;
- Questioning the issuing of a schedule for 2021 that had been sent to residents that had implied that it would remain on the winter schedule;

- Clarification was sought as to what constituted a passageway and information on the schedule and contract standards for the cleaning of walkways and ginnels would be welcomed;
- Had representations been made to government to help fund the additional demand on waste services that had arisen as result of lockdown;
- Communications with residents needed to be improved so that they fully understood the challenges experienced by the service; and
- Bins were not being emptied fully.

The Strategic Lead, Waste, Recycling and Street Cleansing responded to the Members by advising that a review of container bins had been undertaken and information had been shared with Members, adding that a certain points on the year such as when students arrive and leave their accommodation additional resources were deployed, adding that if there were particular issues with certain locations Members could raise this with the local team.

The Strategic Lead, Waste, Recycling and Street Cleansing stated that during the COVID lockdown period the service had experienced a 30% increase in residual waste and post lockdown this was still at a 15% increase level. She explained that to address this a decision had been taken to reduce the frequency of the green bin collections so that staff resources could be released and deployed to clear residual waste, adding that in Manchester side waste had also been collected. She acknowledged the comment regarding the information that had been circulated to residents regarding the green bin collection schedule for 2021 stating that the decision had been taken to issue this information and any subsequent changes would be relayed to residents. She commented that relevant information regarding the service was regularly reviewed and update on the Council's webpage in addition to the use of social media. The Chair stated that it was important that Members were informed of any changes to services in a timely and appropriate manner.

The Strategic Lead, Waste, Recycling and Street Cleansing advised the Members that representations had been made to government to seek additional funding to address the increased pressures on the service, noting that this was being experienced by all authorities across the country.

In regard to missed bin collections, the Strategic Lead, Waste, Recycling and Street Cleansing stated that Biffa crews would inform the contact centre if this occurred and crews would return the next day as a priority to collect. She further stated that in terms of priorities for service it was to successfully navigate the service through the COVID pandemic and all of the challenges that it presented with the hope of returning to pre COVID stability and delivering continued improvements to the passageway service. Further commenting that the impact of test and trace on Biffa crews and the subsequent use of agency staff had impacted on the stability of service delivery, noting that this situation continued to be monitored. She further clarified that no Biffa staff had been furloughed, however staff would have been deployed to other functions within the service and street cleaning had continued through the pandemic.

The Strategic Lead, Waste, Recycling and Street Cleansing acknowledged the comment regarding the accumulation of rubbish around physical social distancing

measures, commenting that this was an unfortunate consequence, however they continued to work with Biffa to resolve, including the use of manual cleaning when mechanical cleaning was inhibited.

With reference to the return of bins by crews, the Strategic Lead, Waste, Recycling and Street Cleansing acknowledged that this had been raised previously by the Committee and as a result this had been raised with Biffa and they had been tasked to look at their practice. She described that Biffa were actively monitoring this activity through the use of the cameras on the wagons and then providing feedback to crews. With regard to half emptied bins she described that she was unaware that this was an issue and explained that this could be as a result of bins being compacted so the waste was not released into the wagon when lifted and agitated.

The Contract Manager informed the Committee that the contract for passageways did not include every ginnel and walkway in the city, stating that the cleaning of those areas would be addressed in other service contract agreements.

The Keep Manchester Tidy Project Manager stated that during lockdown they had experienced an increase in interest from residents wishing to form groups to address litter in their local communities. She stated that they had run a campaign to address discarded PPE, and this would be re-run as an increase in discarded masks was being witnessed, adding that partners such as CityCo and local housing providers were also supporting this key messaging. She stated that 'Bin it or take it home' signage had been deployed around the city centre area, with a view to rolling this campaign out across the city following evaluation.

The Chair commented that despite the reported improvements in the service delivery, Members continued to receive complaints from residents on the same issues. She stated that a meeting would be arranged for Members from each district to meet with the Executive Member for Neighbourhoods and relevant officers so that they could articulate their concerns and those of residents with the view to resolving recurring complaints. She further added that the cleaning of district centres needed to be improved and the communications strategy needed to be reviewed with due consideration given to access and equality. The Chair recommended that an update to Members on the review of communications strategy be circulated to Members when this was available.

In response to comments regarding the cleaning standards and areas prescribed as district centres the Strategic Lead, Waste, Recycling and Street Cleansing commented that this would be recirculated to the Committee, this will also include maps for all district centres, the schedule for cleansing work and the agreed service standards. In addition she would also circulate the latest data relating to recycling rates in apartment blocks.

In respect to a discussion on the budget the Chair advised that this would be looked at in further detail as the Committee began to consider the budget options and proposals.

Decision

1. To note the report.
2. Recommend that the Executive Member for Neighbourhoods and relevant officers arrange a meeting with local Members so that the concerns of both Members and residents regarding the delivery of waste, recycling and street cleansing services be addressed.
3. Recommend that the Strategic Lead, Waste, Recycling and Street Cleansing circulate an update to Members of the Committee on the review of communications strategy at the appropriate time.
4. Recommend that the Strategic Lead, Waste, Recycling and Street Cleansing recirculate to Members the maps of all district centres, the schedule for cleansing work and the agreed service standards.
5. Recommend that the Strategic Lead, Waste, Recycling and Street Cleansing circulate the latest data relating to recycling rates in apartment blocks to Members.

[Councillor Appleby declared a personal and non-prejudicial interest as her partner is employed by Biffa.]

NESC/20/41 Highways Maintenance Programme

The Committee considered a report of the Director of Highways that provided an update further to the report that was considered by the Committee at their meeting on 6 November 2019. The update was provided in the context of a service that had progressed well through an improvement journey and provided an overview of both key successes over this period alongside some ongoing challenges and areas that continued to need further improvement.

The main points and themes within the report included: -

- The Highways Service Key Achievements and Challenges
- Inspections and Repairs
- Highways planned Maintenance Programme update – year 4 progress and year 5 programme confirmation;
- Major projects update;
- Dashboard Performance Monitoring;
- Social Value;
- How information about how major schemes is provided to both local Ward Councillors and residents;
- Managing disruption caused by major projects;
- An update on the Winter gritting programme;
- Motorcycle Parking; and
- Covid response and Active Travel.

The Executive Member for Environment, Planning and Transport introduced the item by expressing her gratitude to all staff and contractors for their continued work during the pandemic. She described the Highways department as a proactive and positive

service. She explained that work had continued to be delivered whilst complying with all local and national COVID guidance and that progress had continued to be made on the delivery of projects. She stated that the service had delivered social distancing measures and facilitated road closures so as to support people and business return to the city in a safe manner. In addition consultations had continued and the programme of active travel had continued and major schemes such as the CYCLOPS had been successfully completed. She further paid tribute to the contractors who had assisted the city's response to the pandemic and supporting residents by delivering food parcels, supporting homeless charities, delivering PPE and helping with social distancing measures so that schools could reopen safely.

The Executive Member for Environment, Planning and Transport stated that Manchester remained committed to encouraging active travel for all residents across the city, however to successfully deliver all of the schemes adequate funding needed to be allocated by government. She informed the Members that despite statements being made by government on this issue funding to deliver this was not forthcoming.

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

- Consideration needed to be given as to when works were to be delivered, noting that in residential areas it was not appropriate to undertake works at night that would cause a disturbance to local residents;
- Residents needed to be appropriately informed of the intention to undertake works;
- An update was sought on the green screening of the Princess Road roundabout;
- Noting the delivery of Social Value through the contracts an assurance was sought that Manchester residents benefited from this and all companies undertaking works were appropriately vetted;
- Road marking were not reinstated in a timely manner following patch repairs;
- Utility companies needed to be held responsible for reinstating highways following works;
- Welcoming the successful delivery of the Fallowfield Loop scheme;
- Welcoming the information that had been provided by ward on gullies;
- Welcoming the review to be undertaken relating to the provision of motorcycle parking and clarification was sought regarding what was meant by off road parking; and
- Did the Highways Department consult with the Neighbourhoods Department to mitigate disruption to services.

The Director of Highways advised the Committee that there was an officer within the Department who oversaw Social Value and contracts and if Members had any specific concerns they should pass on the information and this would be investigated. He further stated that he recognised the tension that arose as a result of late night working and said it was always a difficult balance to achieve between disturbance and progressing the projects, noting the particular challenges presented by the location and physical environment of the Princess Road roundabout scheme. In response to the specific question regarding the green screening he advised that he would provide local Members with an update on this following the meeting.

A Member commented upon the impact of construction works and building sites on highways and enquired what the approach to monitoring these was. The Director of Highways advised that section 8 of the report described the approach taken to managing disruption caused by major projects

A Member recommended that the Committee received a report at their next meeting that detailed all of the social value achieved to date as a result of contracts awarded through the delivery of the Highways Maintenance Programme. The Member requested a breakdown of each scheme, the social value achieved (including employment and apprenticeship opportunities) with this information provided at a ward level where possible, to identify where those residents who had benefited from this lived in the city. The Chair endorsed this recommendation.

In regard to communications the Director of Highways informed the Committee that both he and the Executive Member had convened meetings to hear the views, feedback and suggestions from Members with a view to lessons learnt from the delivery of major schemes and improving communications with both residents and Members. The Chair welcomed this dialogue and recommended that these meetings continued, to include all Members of the Committee and that a briefing note on the outcomes and identified actions arising from these meetings are circulated to Members at an appropriate time.

The Director of Highways stated that road markings should be reinstated within three weeks of works being completed and if Members were aware of cases where this was not being done to alert the team, similarly with any issues with drains and gullies following resurfacing. He stated that work was underway to prioritise the schedule for gully emptying, however reassured the Members that the service would always respond to emergency repairs. The Director of Highways stated that information and data on the cyclical gully cleansing programme would be included in the Members performance dashboards that was regularly circulated.

With regard to the Fallowfield Loop, the Director of Highways stated that the department had received a significant volume of detailed responses to the consultation that were currently being reviewed. He further stated that appropriate drainage formed part of the design of any cycle scheme, having due regard to the users safety.

In response to the issues raised regarding works undertaken by utility companies the Director of Highways stated he recognised the frustration of Members, adding that whilst some companies responded better than others it remained an ongoing challenge and Manchester did have representation on a national body to identify improvements in this area.

In answer to the question relating to off street secure parking spaces for motorcycles, he said this related to consideration for options to locate these in multi storey car parks.

The Director of Highways confirmed that following organisation redesign the service now worked closely with the Neighbourhoods Department and had an officer

dedicated to this role, adding that this had greatly improved dialogue between the services.

In respect to a discussion on the budget the Chair advised that this would be looked at in further detail as the Committee began to consider the budget options and proposals. The Chair further advised the Committee that at their November meeting the Committee would be receiving a report on active travel.

Decision

1. The Committee requests that information is submitted to the November meeting, detailing all of the social value achieved to date as a result of contracts awarded through the delivery of the Highways Maintenance Programme. The information should provide a breakdown of each scheme with the information provided at ward level, where possible, to identify where those residents who had benefited from this lived in the city.
2. The Committee recommend that regular meetings are convened by the Executive Member for Environment, Planning and Transport with all Members of the Committee to discuss Members issues or concerns relating to the delivery of highways projects, and that a briefing note on the outcomes and identified actions arising from these meetings are circulated to Members at an appropriate time.
3. Recommend that the Director of Highways include information and data on the cyclical gully cleansing programme in the Members performance dashboards that was regularly circulated.

NESC/20/42 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.

Decision

To note the report and agree the work programme.

**Manchester City Council
Report for Information**

Report to: Neighbourhoods and Environment Scrutiny Committee – 4
November 2020

Subject: Active Travel

Report of: The Strategic Director (Neighbourhoods)

Summary

This report provides an overview of the activities undertaken to promote active travel and connectivity across the city highlighting activities with particular focus on the following key themes:

- Schools and neighbourhoods;
- Physical infrastructure to support active travel and future plans;
- How active travel links into the climate change emergency to reduce carbon and improve clean air;
- An update on Government Funding for active travel and what other avenues are being accessed;
- Options for further pop up cycle lanes and other measures in the city; and
- How the Council measures the objectives of Active travel.

Recommendations

The Committee is asked to note and comment on the report.

Wards Affected: All

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

This report provides a summary of the collaboration between The Council, Schools and Residents to increase Active Travel and contribute towards carbon reduction and improved air quality.

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	Creating attractive living environments also plays a role in the economy, by attracting and retaining the diverse labour market that is needed to support economic growth.
A highly skilled city: world class and home-grown talent sustaining the city's economic success	Increased levels of cycling and walking (especially short school run journeys,

<p>A progressive and equitable city: making a positive contribution by unlocking the potential of our communities</p>	<p>Active travel at a neighbourhood level for short journeys increases connectivity to improve access to work, local facilities and recreation and to interact with other people in a pleasant environment. Active travel choices allow all residents to contribute to reducing carbon and achieve the zero carbon ambitions</p>
<p>A liveable and low carbon city: a destination of choice to live, visit, work</p>	<p>Ground transport accounts for 32% of Manchester's direct CO2 emissions. Decarbonising the way we travel including short journeys is an essential component of meeting the city's zero carbon goal.</p> <p>Short car trips are a prime area for switching to active travel. 30% of trips under 1km in Greater Manchester, such as "the school run", are made by car.</p> <p>Our neighbourhoods have a huge influence on quality of life. Increase walking and cycling and reduced traffic congestion create "living streets" and neighbourhoods that feel safe and welcoming. Building walking or cycling into daily routines are the most effective ways to increase physical activity.</p> <p>Switching more journeys to active travel will improve health, quality of life and local productivity, while at the same time releasing resources of the health care system.</p>
<p>A connected city: world class infrastructure and connectivity to drive growth</p>	<p>At a neighbourhood level active travel encourages people to feel connected – to shops, parks, schools, their place of work and to one another. Local streets can become 'places', rather than just through routes for traffic.</p> <p>Less congestion, collisions, and pollution support a healthier workforce</p>

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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.

Greater Manchester Transport Strategy 2040 and Delivery Plan
Greater Manchester Active Travel Public Health Manifesto- GMCA
Playing Our Full Part; How Manchester's residents and Businesses can benefit from Ambitious Action on Climate Change 2018
Manchester Climate Change Strategy 2017-2050
Manchester Climate Change Implementation Strategy 2017-22
Manchester; A Certain Future Annual Report
Manchester Zero Carbon 2038, Manchester City Councils Commitment, March 2019
Manchester Ageing Strategy (2017 update)

1.0 Introduction

1.1 The report outlines a range of practical action being undertaken by the Council to pursue and support active travel in the city with particular focus on the following key themes.

- Schools and neighbourhoods;
- Physical infrastructure to support active travel and future plans; -
- How active travel links into the climate change emergency to reduce carbon and improve clean air; -
- An update on Government Funding for active travel and what other avenues are being accessed
- Options for further pop up cycle lanes and other measures in the city.
- How the Council measures the objectives of Active travel.

2.0 Background

2.1 Walking and cycling are good for our physical and mental health. There is overwhelming medical evidence that more active lifestyles lead to better health outcomes and that active travel, including active commuting, can improve quality of life and physical and mental wellbeing and health of our residents.

2.2 Increasing active travel and reducing journeys by motor vehicles has many environmental benefits reducing CO2 emissions and improve air quality. Fewer cars on the road means more space for the pedestrian and opportunities to develop public space, improve safety and accessibility. It is the most cost-effective means of travel saving individuals and families considerable travel expenses occurred through motorised forms of travel.

2.3 The Council is working towards the Right Mix Vision for modal shift through Transport for Greater Manchester's GM 2040 Transport Strategy. The Right-Mix aim is for 50% of trips to be made by sustainable modes across GM. Ground transport accounts for 32% of Manchester's direct CO2 emissions, therefore decarbonising the way we travel is an essential component of meeting the city's zero carbon goal.

2.4 There has been a significant reduction in the volume of traffic and vehicles on our key routes and in our neighbourhood streets over the past 6 months during the coronavirus pandemic. Local people have been enjoying cleaner air and safer, more pleasant neighbourhoods as a result of there being fewer cars on the road. With our continued work detailed below we will aim to sustain these new behaviours and support any new active travel habits by developing more opportunities for people to travel actively across the city.

3.0 Working with schools and communities

3.1 The Neighbourhood Teams supported by Highways Service have engaged with schools and residents to promote and support residents to undertake

active travel. The focus of much of this focus has been travel to and from schools.

Communication with Schools - Active Travel Information Packages

- 3.2 The Education Team issues a regular Newsletter to all schools in Manchester. Active Travel is a regular feature of the newsletters. In the September 2020 edition a comprehensive overview was provided of Active Travel Initiatives and Resources. This included details for schools to apply to trial the “School Streets” Road Closures around their school as part of the Clean Air Week Oct 5th - 9th campaign.
- 3.3 To support the information the Highways Service developed a resource toolkit for schools including opportunities to access road safety equipment, cones and hi viz clothing as well as guides on risk assessments for active school travel initiatives. The Neighbourhood Teams worked alongside Highways to engage with schools to offer further support and advice on taking up any of these opportunities and initiatives, including holding a School Street trial sessions and Walking Bus Projects as described below.

“School Streets - Manchester” - Temporary Road Closures around schools

- 3.4 Road safety concerns is commonly named by parents and guardians as the greatest contributor to any reluctance to support children to walk, cycle and roll to school, School Streets are an opportunity to make it safer and easier for children to get to school actively.
- 3.5 A “School Street” is a road outside of a school that has a temporary restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to both school traffic (exempting blue-badge holders) and through traffic.

The key aims of holding a school street session are to:

- Enable schools to restrict traffic to enable a car free and safer pick up and drop off
 - Help to boost the number of children walking, cycling, and scootering to school each day
 - Increase awareness of Air Pollution and improve Air Quality around schools
- 3.6 The development of the “School Streets” Process has been made possible due to a change of legislation in late 2019 making it easier for Local Authorities to grant approval for schools to hold occasional temporary close roads. The Highways Service also agreed to waive the normal fee for Traffic Regulation Orders of £129 to help to encourage schools to apply for trail sessions.

- 3.7 The Neighbourhood Teams have contacted all schools to provide them with a School Streets Application pack which includes a detailed Step By Step Guide to organising and delivering a “School Street” Road Closure.
- 3.8 For those schools taking part, the Neighbourhood Teams made available and delivered a supply of “Road Closed” Signs and Traffic Cones to schools. These were donated by a Sub Contractor via the Highways Service Social Value Process. The Neighbourhood Teams will continue to look at ways of funding a greater supply of signs and equipment that can be shared between schools and can include branding and sustainable features such as planters on wheels to serve as portable road closure barriers and visible signage that is still compliant with Highways regulations.
- 3.9 In addition to contributing to tackling air pollution and poor health and reducing road danger (particularly for children), School Streets have been identified as an important aspect of COVID-19 recovery plans. With public travel restricted, car travel is considered by many parents and guardians as the safest way to get children to school. However, this can risk exchanging one health crisis for another, with school-related traffic congestion worsening the levels of pollution.
- 3.10 **Progress to Date – School Street Trial Sessions**
- 14 Schools held School Streets Road Closure sessions including 7 on Clean Air Day 8th Oct
 - 5667 Pupils able to take part in School Street Sessions
 - A further 11 schools (4237 Pupils) have expressed interest in holding Trial School Street sessions
 - Evaluation and sharing of experience and knowledge with and between schools will continue to further improve the School Streets process and delivery arrangements
 - A summary of the Active Travel initiatives promoted to schools are outlined in more detail in this report and a comprehensive list can be seen in Table No 1 at Appendix No 1.
 - Full details of all schools that have taken part in or expressed an interest in School Street Trial Sessions is provided in Tables 1 & 2 at Appendix 2
- 3.11 Of the further 10 schools who have expressed an interest, many of these felt that the current increased workload as well as uncertainty around Covid they would like to defer any school street trial to allow further time to communicate with residents and parents.
- 3.12 This includes a cluster of schools in the “Levenshulme and Burnage Active Neighbourhood” Area. The Council will be engaging with Sustrans and the recently formed “Clean Air Lev” Group and conduct discussions with all schools in the area to develop a coordinated approach to delivering School Streets Sessions and other Active Travel initiatives.

- 3.13 The feedback from the schools who took part in the trial sessions has been that it is was very well received by the parents and that the schools would like to take part in further school streets sessions. A selection of the feedback from school's social media platforms, including images of the day, and press coverage in local media is contained in appendix 3. Neighbourhoods and Highways Services will continue working with these and other schools to expand the school street trial initiative.
- 3.14 The recent changes to legislation make it easier for schools to hold more regular School Street sessions. Where a school which has held successful trials wishes to hold a regular School Street Session, the Council will work with these schools to evaluate the trial sessions, including guidance about traffic management and signage, and resident consultation. An application can then be made for Secretary of Consent (Dept of Transport) for more regular School Street Closures.

“Walk to School” and Walking Bus” Projects”

- 3.15 “Walk to School” Walking Buses Routes is a TfGM and “Living Streets” programme promoted to all schools by MCC. Neighbourhood Teams engage with schools to provide “walk to school” resource packs.
- 3.16 These classroom packs and activities are built to allow the pupils to experience first-hand the importance of walking to school for the environment and their own and other physical and mental wellbeing.
- 3.17 The model for Walk to School Packs is that each pupil is challenged to walk, cycle, scoot or park and stride to school over a set period, using an interactive wall-chart and stickers to log their journeys and learn about walking benefits collectively. Individual activity diaries and reward stickers complement this activity, reinforcing the benefits and keeping children engaged.
- 3.18 By increasing the number of pupils and parents walking or cycling to school for all or part of the journey. This will help to reduce congestion on the roads near to school and improve air quality.
- 3.19 A total of 20 schools in Manchester involving up to **8430 pupils** across Manchester have signed up to take part in the programme and established “walking bus” groups. All participating schools are detailed below in Appendix 2 at Table No 3.

“Clean Air Day” Activities – Neighbourhood Team & Schools

- 3.20 On 8 October 2020, the North Neighbourhood Team co-ordinated activity for Clean Air Day at New Islington Free School, Ancoats and Ravensbury Primary School, Clayton. Activity was organised for school drop off times at 8.30 am - 9.15 am at New Islington Free School and school pick up times at 3.00 pm - 3.30 pm at Ravensbury Primary School, working in partnership with GMP, MLCO and NSL.

On Clean Air Day Banners were displayed on school gates promoting anti-idling and leaflets were also distributed to parents. This opportunity was also used to promote key COVID messages and the importance of social distancing when dropping children off for school.

- 3.21 At New Islington Free School most parents were either walking or cycling and Idling vehicles were only evident in the Bengal Street area. NSL issued two parking fines for illegal parking and this will lead to further targeted work in the Ancoats area.
- 3.22 At Ravensbury Primary School there were more issues with cars idling and illegal parking and fewer parents walking and cycling to school. The Neighbourhood Team will be undertaking more work with the school during the forthcoming "Road Safety Week".
- 3.23 Clean Air Day Banners were displayed at many schools across all parts of the city including a cluster around Lily Lane, Holy Trinity and Moston Fields primary schools in North Manchester. At Lily Lane Primary School in Moston Ward the Neighbourhood team coordinated a day of Awareness in partnership with GMP and Parking Services with information provided to parents on active travel choices and plans for an Active Travel poster competition between students for the distribution to parents and display around the school posters and via Social Media Platforms.

Encouraging pupils to cycle

- 3.24 All Schools in Manchester are offered cycle training courses from "Bikeright" to encourage greater participation in cycling in both travelling to school but also in pupils' leisure time. To promote sustainable travel to school for pupils who live further away from the School the Council provides some pupils with free travel passes or Cycle Purchase Vouchers to support car free travel to and from school. During the period 2019/2020, a total of 4,626 training places were delivered in Manchester.

Next Steps

- 3.25 Neighbourhood Teams, supported by Highways Service and Education, will continue to work with all schools to develop Active Travel resources, school travel plans and support packages and provide a clear point of contact for each school to develop new and continue existing projects.
- 3.26 Officers will support the delivery of the Walking to School Projects including taking part in initiatives around Road Safety Campaign. This includes working with "Clean Air Levy" Group who organised a coordinated "Walk to School" event on National Clean Air Day on Oct 8th across several schools in Levenshulme and has indicated that they would like to hold these on a more regular basis.
- 3.27 As part of the commitment to increasing active travel at a local level and reducing carbon, the Council wants to encourage more schools to hold School

Street Closures and to hold them on a more regular basis. Following the recent trial sessions, the Council will be reviewing and simplifying the School Street Application Process and move to a web-based application. The Council will also provide a range of toolkits and more support for schools to organise a school street session.

- 3.28 Several schools have indicated that they would like to work with local groups on the carbon reduction and clean air agenda and branded equipment such as Road Closed signs, banners and portable planters are options that can support this branding and increase visibility of the campaign messages. This will include reviewing opportunities for more local coordination and messaging between schools and community groups building on work in several areas including Levenshulme, Whalley Range and Hulme and Beswick Active Neighbourhoods Area.

4.0 Neighbourhoods and Place Based Approaches

- 4.1 In addition to engaging schools to promote active travel choices there have been a number of place-based initiatives to promote active travel developed within the neighbourhoods, supported through local partnership working, ward co-ordination and a wide range of local stakeholders. All Ward Plans include actions and priorities that promote the city's carbon reduction strategy and many of these incorporate measures to increase active travel at a local level a number of which are described below.

4.2 Ward Plans and Active Travel

All 32 Ward Plans contain priorities and actions on climate change as described in the report to Climate Change Scrutiny Sub Committee in January this year. These include

- Clean Air around schools
- Active Travel
- Environment around us – Greening and Biodiversity

- 4.3 Ward Coordination meetings and processes will continue to drive local delivery by linking to existing networks and groups including schools and secure the support of key local stakeholders including Health partners and Registered Housing Providers.
- 4.4 The work at neighbourhood level feeds directly into the overarching Zero Carbon Co-ordination Group (Workstream 3 - “Catalyst for Change”) to influence local approaches to carbon reduction actions in the city by sharing best practice on initiatives such as School Streets.
- 4.5 The Neighbourhood Teams will support wider funding with targeted use of Neighbourhood Investment Fund (NIF). An example of how this is used to support the existing provision of road safety equipment from Highways promote active travel such as funding to purchase of banners, road closed

signs and hi- viz clothing for schools to use in school street sessions and by residents groups.

4.6 Play Streets Temporary Road Closures

The Council has developed a “Play Streets Policy” whereby the Council grants a “Play Street (Manchester) Temporary Traffic Regulation Order (TTRO) that enables residents to legally close a residential road to through traffic for a short period of a few hours to allow street play, physical activity or promote clean air.

The aim of the Policy is to take advantage of a recent changes in national legislation and to make it more straight forward for residents to apply and organise a Play Street Session. The Council has developed an Advice Resource Pack for applicants based on the materials developed by “Playing Out”, a national charity that promotes Play Streets and includes sample letters of consultation and risk assessments. The Application fee of £129 for a TTRO has also been waived by MCC Highways Service.

4.7 The Neighbourhood Teams have been promoting this Play Streets opportunity within communities and supporting applicants to plan and organise sessions.

4.8 Play Street Session - Progress to Date

- A new Play Street “Guide For Applicants” Information Pack and Application Form was developed, including Risk Assessments, Consultation Guides, and Marshalls Training Packs
- A new Application Form was developed and made accessible on MCC Website in Spring 2020.
- Highways agreed to waive the Temporary Traffic Regulation Order (TTRO) fee (£129) for one off Play Street Applications
- 46 Streets across the city have held at least one Play Street Session 2019-2020 (see Appendix 4 for a full list of streets)

4.9 Following the introduction of tighter rules on Social Distancing, including the “Rule of 6” limiting outdoor gatherings to no more than 6 people from different households, the Council placed a temporary hold on all application approvals in Autumn 2020. *(See list of streets at Appendix 4 Table No 2)*

4.10 Play Streets Next Steps

- Identifying additional funding to provide further stock of Road Closed Signs for Residents and Residents Groups to retain within their neighbourhood to enable these to be shared between neighbouring groups to support more road closures.
- Evaluation of impact of Play Streets upon Active Travel Choices especially use of cars.
- Promoting the setting up of Local and Citywide Peer Support Networks for Groups to share their experience and knowledge of Play Street sessions with each other and the Council.

- The Council will work with Residents Groups and previous applicants to apply recent changes in TTRO Legislation to encourage streets to hold regular Play Street Sessions.
- Review the process pending relaxations on social distancing rules to accelerate applications previously approved prior to the restrictions of the Rule of 6 and coming out of current Covid Local Rules.
- Developing a city-wide communications campaign to promote the take up of Play Streets across all communities and neighbourhoods.
- Developing Play Street Guidance materials in a range of languages.

4.11 The Nature of Hulme Walking Routes

An example of measures included in the 32 Ward Plans can be seen in the Hulme Ward Plan. The Plan contains a priority to introduce measures to improve the visual perception of how people experience the neighbourhood, when walking or, cycling within the neighbourhood. This has been achieved through improved planting, greening and biodiversity along key routes linking facilities, schools and shops. The Project is supported by the MCC Neighbourhood Team, housing providers, Manchester Metropolitan University and the Grounds Maintenance / Arbor Team.

4.12 “Age Friendly Benches” Project - promoting walking

The Neighbourhood Investment Fund (NIF) has also been used to fund the **“Age Friendly Benches” Project** to install a network of benches to link and provide stopping points along key walking routes used by the over 55s. The aim of the Project is to make it easier for walking between local facilities with focus on the over 55 years age group. This includes links between places such as shopping areas, places of worship, GP surgeries, local parks, and transport links.

The benches promote health, mobility, and independence and contribute to the “Aging Well” strategy for the city to make our neighbourhoods more age friendly. The idea for the Age Friendly Bench Project formed part of response to Manchester being designated by the World Health Organisation as the first as an Age Friendly City in the UK.

- 4.13 The placement of the benches at their specific locations is decided by older people themselves through a co-design, co-production, consultation process and demonstrates the, "Our Manchester" engagement approach the Council has supported. The first pilot involved the installation of 12 “Age Friendly benches” in Whalley Range funded through NIF and additional funding has been secured through one of our health partners, BUZZ to deliver 24 new benches in three clusters across Wythenshawe, Gorton and Norther Manchester.

5.0 Physical infrastructure to support active travel and future plans

5.1 Resurfacing schemes

- 5.1.1 This year the Council is on course to deliver over 130 resurfacing schemes and over 40 footway schemes to help to improve our highway network and promote cycling and walking.

In addition, and as referenced in last month's Highways Scrutiny Committee Report, the following major projects are also ongoing:

5.2 CCAG2 Chorlton Phase 1b

- 5.2.1 The works recently started on site and are programmed to be completed in December 2020. They incorporate cycling improvements to the section of Chorlton Road from Chester Road to Royce Road. The contractor is Colas. The overall scheme budget is £2m. The benefits include a real improvement in walking and cycling infrastructure.

5.3 Airport City Green Bridge

- 5.3.1 The works started in late 2019 and are due for completion in late 2020. The new bridge will create a walking and cycling link between the airport and Woodhouse Park. The new bridge was installed in July. The contractor is the Manchester Ltd JV Partner. The overall scheme budget is £3.5m.

5.4 Other Walking & Cycling Schemes

- 5.4.1 Manchester is committed to improving the walking and cycling facilities across the city and has developed a number of projects and has successfully bid for funding from the Mayor's Cycling Fund. The successful schemes include programme entry for the following projects:-

- CCAG2 Chorlton - the remaining Phases
- The Northern Quarter (Piccadilly to Victoria) scheme
- Northern Gateway East - West scheme
- Rochdale Canal linking the City Centre to Newton Heath
- Beswick Filtered Neighbourhood
- Levenshulme & Burnage Filtered Neighbourhood
- Fallowfield Loop (Manchester Cycleway)
- Medlock Street Roundabout
- Oldham Road Inner Radial

North Manchester connectivity jointly with Rochdale CCAG2 Chorlton - the remaining Phases: The detailed design is complete and just undergoing a final review and we expect to go out to tender in late 2020. The total scheme cost is £9.7m.

5.4.2 Northern Gateway East - West (Cheetham Hill to Pollard Street)

The scheme is at outline design stage having achieved programme entry within the Mayors Challenge Fund. It will shortly go out to public consultation. The overall scheme budget is £4.3m.

5.4.3 **Rochdale Canal scheme** is at final design stage having achieved programme entry within the Mayors Challenge Fund. We are currently working with the Canals & River Trust, Arcadis and Amey to develop the final design. Once this is completed, we will go out to consultation. The works are scheduled to be delivered in 2020. The overall scheme cost is £1.3m.

5.4.4 **Beswick Filtered Neighbourhood scheme** is still at design stage with several trial interventions being planned to be implemented in late 2020 using a 6-month Experimental Traffic Regulation Order. The permanent works will be delivered in 2021/22. The overall scheme budget is £1.4m.

5.4.5 **Levenshulme & Burnage Filtered Neighbourhood**. The scheme spans both Levenshulme and part of Burnage wards and will bring about safety improvements and active travel opportunities. The scheme development got off to a great start and it collected several national awards. Recently we appreciate that the scheme has encountered some difficulties because of negative feedback to the outline designs in the initial phase of consultation. The team has listened to the feedback and temporarily paused the project to continue getting the views of the community, so that the proposals have the widest possible engagement before we move to a trial in the coming months.

We also took the opportunity to strengthen the governance arrangements, revise the designs and refresh our approach to engaging with residents and businesses. Several trial interventions in Levenshulme will be implemented over Christmas 2020 using a 6-month Experimental Traffic Regulation Order, then based on the outcome of the second consultation in Burnage we hope to implement similar follow up trials around Easter 2021. The overall scheme budget is £2.5m.

5.4.6 **Fallowfield Loop (Manchester Cycleway)**. This scheme is at initial design stage having achieved programme entry within the Mayors Challenge Fund. We are currently working with Sustrans to develop outline design before going out to consultation. The works are scheduled to be delivered in 2021. The overall scheme cost is £4.9m.

5.5 Covid Response and Active Travel Update

5.5.1 In response to the Covid-19 pandemic a number of Social Distancing Measures (SDMs) to support public safety have also been implemented at various city centre and district centre locations as listed below:

- London Road North & South
- Princess Street
- Ashton Old Road in Openshaw
- Cheetham Hill Road
- Wilmslow Road in Rusholme
- Manchester Road in Chorlton
- Withington Village
- Hulme High Street

- 5.5.2 These measures were part funded through TfGM allocating £5m across GM for such activities and the £500k allocation to Manchester (which was unfortunately not enough to fund all the sites or requests). A process was introduced to review requests for SDMs using an inbox (safeststreets@manchester.gov.uk) where they could be sent and those were assessed against specific criteria. Almost every request did not meet the criteria due to them being too localised.
- 5.5.3 As part of the Department for Transport response to Covid a limited amount of funding was made available to all Local Authorities to support active travel as an alternative to using public transport (which the government advised against). We were invited to bid for funding through TfGM for EATF (**Emergency Active Travel Funding**) which came in two tranches. For tranche one we bid for a number of interventions and were awarded funding in the city centre for the temporary closure of Deansgate, Stevenson Square and Dale St / Ducie St.
- Our bids were for schemes that supported sustained quality and permanent changes to improve walking and cycling rather than temporary measures such as 'pop-up' cycle lanes.
- 5.5.4 As noted above we have installed temporary closures of Deansgate, Thomas Street, Stevenson Square & Ducie Street along with a one-way on Withy Grove to support social distancing.
- 5.5.5 Our teams have supported Education colleagues along with those from Neighbourhoods to work with schools to make the return to school as safe as possible for pupils and parents. The main interventions by schools have not needed highway interventions, but we have provided advice when asked.
- 5.5.6 The highways team supports active travel as a business as usual activity and a small number of examples of this include: -
- Supporting the new Community Play Streets scheme
 - Working with Schools and Education to support road safety, encourage children to walk and cycle to school and more recently enable the safe return of pupils to school
 - Last financial year 4,655 children received "Bikeability" cycle training
 - Promoting active travel as part of any new developments - encouraging sustainable travel plans that support walking and cycling
 - Creating more safe and secure cycle parking across the city as part of any highway improvement schemes

6.0 How active travel links into the climate change emergency to reduce carbon and improve clean air

- 6.1 The "Right Mix Vision" will help the Council achieve its commitment to become zero carbon by 2038 at the latest. Achieving the vision requires not just a shift from motor vehicles to sustainable modes including active travel, but a redistribution of the spatial pattern of daily journeys. In particular, short

journeys in our local neighbourhoods of under 2km offer the greatest short-term potential for switching to active travel. 36% of journeys that start in Manchester are neighbourhood trips under 2km which could be walked in 20 minutes or less. 18% of these journeys are currently made by car or van.

- 6.2 The Council is working to reduce the carbon impact of transport, including supporting measures to increase sustainable journeys, increase public transport capacity and coordinate strategic interventions in the city centre through the City Centre Transport Strategy (CCTS), which has a target of 90% of inbound morning peak trips to be made by sustainable modes by 2040. Currently this figure is 79% but significant growth by sustainable modes will be needed to absorb the estimated approximately 50% increase in total journeys being made by 2040.
- 6.3 The City Centre Transport Strategy (CCTS) aims to increase daily inbound cycling trips to the city centre from 2,500 in 2019 to 9,500 by 2040, an increase from its current 2% share to 6% by 2040. In order to deliver this, and the wider Right Mix modal shift, the Council is working to implement a range of interventions including the GM-wide Bee Network.
- 6.4 Achieving the Right Mix vision and the associated decarbonisation and air quality benefits will require not only investment in active travel but also significant public transport infrastructure and the Council coordinates its ask of central government funding through its work with TfGM on the 2040 Strategy, the Five-Year Delivery Plan and the Greater Manchester Infrastructure Plan (GMIP) process.

7.0 An update on Government Funding for active travel and what other avenues are being accessed to deliver physical measures to support active travel

- 7.1 The government has released an **Emergency Active Travel fund** for local transport authorities of around £250 million nationally from an allocation of £2 billion for Active Travel over the next 5 years. This emergency grant funding supports authorities in producing cycling and walking facilities. The funding is in 2 tranches:

- Tranche 1 supports the installation of temporary projects for the COVID-19 pandemic
- Tranche 2 the creation of longer-term projects

Greater Manchester received just under £3.2m for tranche 1, with an indicative £12.7m announced for tranche 2. Of the £250m committed nationally so far, Manchester has received £185K in Tranche 1 and we await a decision on our bid Tranche 2.

The Tranche 1 funding was used to support schemes in the city centre: the temporary closure of Deansgate / Stevenson Square and Dale St & Ducie St.

At the time of writing no update has been received on the bid for EATF Tranche 2 funding.

The remaining £1.75bn national funding was committed to Active Travel over the next five years, we are awaiting confirmation from government as to the settlement for TfGM and the timescale for issuing funding. We will then work with TfGM in order to bid for further funding alongside the other GM districts. We were expecting a Comprehensive Spending Review (CSR) in Autumn 2020 to set out this settlement, but in light of the COVID-19 pandemic the CSR has been deferred.

- 7.2 The existing Mayor's Challenge Fund pot has been prioritised for allocation across the ten GM districts, of which we have £37.2m of prioritised funding. There are no further opportunities to bid for additional schemes from this pot.

8.0 How the Council measures the objectives of Active travel.

The Council has adopted the methodology contained in the Greater Manchester Transport Strategy 2040 produced by Transport for Greater Manchester. In respect of Active Travel, at a neighbourhood level the objectives include

- Make walking and cycling the natural choice for short journeys.
- To increase the number and proportion of short journeys (less than 5km) made by bicycle, thereby reducing the impact of traffic on local roads
- Increase the provision of safe & secure cycle storage,
- Develop a walking and cycling design guide, audit tool and associated training

Section 9 captures how this activity has been measured across Greater Manchester.

9.0 Wider Activity across Greater Manchester

- 9.1 Appendix 5 is taken from a recent report that was presented to the Greater Manchester Transport Committee. This captures a number of the activities being undertaken in Manchester and across the wider Greater Manchester Area.
- 9.2 Some key points of interest from the report include: -
- 9.2.1 March 2020 onwards saw a significant rise in the numbers of people cycling for short journeys in response to the nationwide lockdown due to the coronavirus pandemic. Greater Manchester residents took to their bikes in large numbers almost double pre-lockdown levels, with up to 250,000 trips in a single day. At the same time, all other modes reduced the number of trips between 80% and 95%. During August there was a return to typical levels of cycling trips at this time of year although there are signs of strong growth again in recent weeks

- 9.2.3 The creation of the UK’s largest cycling and walking network – the Bee Network – will address the principle barrier to active travel which is a lack of safe space on the road, enabling millions more daily journeys to be made on foot or by bike. Key projects completed in the last 12 months include the Bridgewater Canal Improvement scheme in Wigan, and the GM designed Cycle Optimised Protected Signals (CYCLOPS) junction which maximises the opportunities for safe cycling and walking whilst optimising the overall junction performance for all transport modes at Royce Road, part of Manchester’s Chorlton “BeeWay” route. The new cycling and walking routes across the Princess Road / Mancunian Way roundabout are nearing completion.

Planned Bee Network scheme delivery by financial year (to 2023):

By April 2021:	4 miles
By April 2022:	88 miles
By April 2023:	126 miles

- 9.2.4 During the height of the pandemic, following unprecedented levels of enquiries, TfGM made 450 loan bikes available to NHS workers so they could continue to do their vital work. Work is underway to understand how we can best improve access to bikes across a range of audiences in GM with further investment.

The GM Bike Hire project has made good progress and is on track to launch phase 1 the scheme in the Regional Centre in Spring 2021 with an initial fleet of 1,500 bikes, including e-bikes. Docking locations will be within a five-minute walk of around 100,000 households, providing convenient and affordable access to bikes. Subsequent phases will see the scheme expand to the rest of GM. A formal Invitation to Tender has now been issued with four operators in the running.

- 9.2.5 Work is underway to create a GM-wide one stop shop for cycling and walking activity. Possibly hosted on TfGM’s website in partnership with GM’s 10 districts and GM Moving, the web platform will inspire people to travel on foot and by bike, inform them about what is happening where they live and work and will also be a practical tool to book activities like cycle training or respond to a local consultation. The new web platform will be launched this winter.

10.0 Recommendations

The Scrutiny committee notes the contents of this reports and provide comments

List of appendices:

- App 1 Summary of all Schools Active Travel Resources
- App 2 School Streets Trial Road Closures – List of participating schools
- App 3 School Streets Trial Road Closures – Social Media and Media Coverage
- App 4 Play Streets – Roads where play street sessions/ proposed

App 5 GM Cycling & Walking progress report

Active Travel - Appendix 1**Active Travel Resource Packs for Schools and Educational Establishments 2020**

(circulated to all Manchester Schools in Sept 2020)

Information Pack - Resource	What does it do? <i>(Follow links below for further details of each Initiative)</i>
Travel Information Packs	Guidance and travel information pack from TFGM for Greater Manchester councils for distribution to schools and colleges to share with pupils, families, and students to aid with the return to education post covid restrictions in June 2020 Source https://tfgm.com/public-transport/schools/tips-for-parents
COVID19 and Safe Travel Discussion packs for KS 1, 2,3,4 Classes	Provides teachers with the resources to deliver form time discussion sessions to help pupils better understand how to be safe when travelling on the network in Greater Manchester (available in hard copies only)
Travel impact on the Environment Discussion packs for KS 1, 2, 3 & 4 Classes	Provides teachers with the resources to deliver form time discussion sessions to help pupils better understand how our travel choices impact on the environment and climate in Greater Manchester
Signposting active travel activities in Autumn 2020	Provides schools with information about key national events taking place in October and November to promote safe and sustainable travel to school
Bespoke map with active travel information	Provides primary schools with a tailored map that can show walking routes to park and stride locations, 10-minute walking zones, and information on how to travel actively to school
Clean Air Toolkit for Primary and Secondary schools	Two Toolkits to help primary and secondary schools deliver a variety of lessons and campaigns to promote activities, lessons, and challenges that support clean air

General Publication “Your guide to putting a stop to idling engines in your neighbourhood”	The Anti-Idling Toolkit gives practical advice on how people can reduce air pollution in their local area by acting against idling vehicles https://www.livingstreets.org.uk/media/4909/anti-idling_tool_kit_final.pdf
A guide to setting up a School Walking Zone	The Walking Zone Toolkit gives advice on how to set up a Walking Zone around a school https://www.livingstreets.org.uk/media/2031/walking-zones-guide-print.pdf
Walking Zones lesson plan	The Walking Zone lesson plan is for Key Stage One pupils to take part in the formal creation of a school Walking Zone https://www.livingstreets.org.uk/media/2034/walking-zones-lesson-plan-print.pdf
A guide to setting up a “Park and Stride Scheme”	The Park and Stride Toolkit gives advice on how to set up a formal Park and Stride scheme at school https://www.livingstreets.org.uk/media/2035/park-and-stride-print.pdf
Family Walk to School Resource Pack	The Family Walk to School Kit gives step-by-step tips for stress-free walking and safer streets. It has all sorts of ideas for all kinds of families https://www.livingstreets.org.uk/media/3561/family-walk-to-school-kit.pdf
Clean Air Day Resources for KS 1, 2,3 & 4 Classes	Provides teachers with the resources to deliver lessons and assemblies on Clean Air Day which highlight air pollution and what we can do to help https://www.cleanairday.org.uk/free-resources/schools
How to organise a walking bus	The How To guide gives schools and parents step-by-step tips for advice on how to set up a walking bus to school https://www.cleanairday.org.uk/download_file.php?file=https://cleanairday.org.uk/files/how_to_organise_a_walking_bus_to_school.pdf
Trialling a School Street: Guide for schools and parents	The School Street guide provides schools and parents information on how to request a School Street

	<p>Street from their council and had helpful signposting information</p> <p>https://www.cleanairday.org.uk/download_file.php?file=https://cleanairday.org.uk/files/trial_a_school_street2020.pdf</p>
Road Safety Week resources	<p>Resources for schools and teacher to use during Road Safety Week 16-22 November to promote safety on the roads for parents and pupils</p> <p>https://www.roadsafetyweek.org.uk/</p>

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Active Travel - Appendix 2**Schools Take Up of Active Travel Projects****Table No 1 - Schools who have held Trial One Day "School Street" Road Closures 2019-2020**

School Name	Ward	No of Pupils
St Wilibroads Primary	Ancoats & Clayton	252
St Margaret Mary Primary	Charlestown	327
Cheetham C of E Primary	Cheetham	660
Saviour CofE Primary School	Cheetham	221
Chorlton C of e Primary	Chorlton	234
Brookburn Community School	Chorlton	458
Beaver Road Primary (part of site)	Didsbury East	250
Lily Lane Primary	Moston	650
St Augustine Primary	Harpurhey	250
Chapel Street Primary	Levenshulme	689
St Margarets Primary	Whalley Range	654
Manley Park Primary	Whalley Range	445
Our Lady Primary	Whalley Range	227
St Pauls Primary	Withington	350
No. Of Schools = 14		Pupils = 5667

Table No 2 Schools who have expressed interest in holding One Day Trial “School Street” Road Closures*(further discussions with all Manchester schools continue)*

School Name	Ward	No of Pupils
Acacias Primary School	Burnage	473
Cringle Brook Primary	Burnage	212
Cheetwood Primary	Cheetham	215
Oswald Road Primary	Chorlton	669
Oasis Academy (Aspinal)	Gorton South	207
Manchester Communications Academy Primary	Harpurhey	435
Webster Primary	Hulme	515
St Andrews Primary	Levenshulme	420
Alma Park Primary	Levenshulme	477
St Marys Primary	Levenshulme	387
St James c of E Primary	Rusholme	227
No. Of Schools = 11		Pupils = 4237

Table No 3 - Schools participating in the “Walk to School” Programme

School Name	Ward	No of Pupils
Acasias Community Primary	Burnage	473
Button Lane Primary	Brooklands	486
St Margaret Mary Primary	Charlestown	327
Charlestown Primary Academy	Charlestown	467
St John Bosco Primary	Charlestown	244
Moston Fields Primary	Charlestown	407
Co-op Academy North (Broadhurst)	Charlestown	244
Mount Carmel Primary	Harpurhey	474
St Wilfreds RC Primary	Hulme	214
Holy Name RC Primary	Hulme	200
Chapel Street Primary	Levenshulme	689
St Andrews C of E Primary	Levenshulme	420
Alma Park Primary	Levenshulme	477
Cringle Brook Primary	Levenshulme	179
Briscoe Lane Academy	Miles Platting and Newton Heath	586
The Divine Mercy Primary	Moss Side	468
Lily Lane Primary	Moston	650
St Dunstons Primary	Moston	360
New Moston Primary	Moston	578
Moston Lane Community Primary	Moston	477
Total No of Schools - 19		Pupils 8430

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Active Travel - Appendix 3

School Street Trail Sessions - Feedback from School Streets & Media Coverage

School Street Trial Sessions held on Clean Air Days 8th- 9th October

Several schools contacted their respective Neighbourhood Area Team to offer their initial feedback and to share their experience of their School Street Road Closures to mark National Clean Air Day. A selection of these is included below and the Neighbourhood Teams will obtain more from other schools in order to share learning and link schools to each other for peer support.

I. St Margaret Mary's Primary School, Charlestown (Head Teacher)

"Well, today was a raving success! The initiative was really well received by our parent body. Many asked if we can do this on a regular basis."

How would I go about seeing if this can be done more often?"

Thank you to all parents and families who supported the road closure this morning. It was lovely to see the children walking and cycling happily enjoying the clean air @CleanAirGM #CleanAirDay

Image 1 – St Margaret Mary Primary School, Charlestown Ward



iii. Our Ladys Primary School, Whalley Range (@OurLadysPri) Tweeted:

Reception class campaigning very loudly on #cleanair day. "We don't want a nasty cough turn your dirty engines off" @CleanAirGM @ManCityCouncil

You're never too young to make your voice heard at Our Lady's School! #cleanair @CleanAirGM @ManCityCouncil

Image 2 – Our Ladys Primary School, Whalley Range Ward



iii St Augustine's Primary School, Hapurhey (Head Teacher)

"It went really well. The children were so excited to be involved. Thanks for all your support with this."

Photographs from Clean Air Day Oct 8th







Media Coverage – MCC Press Release Oct 8th - National Clean Air Day

Headline “Pupils take to their School Streets to celebrate Clean Air Day”

“Primary schools across Manchester will be holding "School Street" road closures this Thursday (8th October), in celebration of national Clean Air Day

Seven schools, with a total of 2,500 pupils, are working with Manchester City Council to take part in this year’s School Streets scheme.

A School Street is a road outside a school with a temporary restriction on motor traffic at school drop-off and pick-up times. The temporary road closures will allow parents and children to have the freedom to walk or cycle safely in the streets at the beginning and the end of the school day, in a traffic-free environment.

The primary schools taking part are St Augustine’s CE Primary School, Monsall; St Margaret Mary, Charlestown; Cheetham C of E Academy, Cheeham Hill; Chorlton C of E; Our Lady’s, Whalley Range; Manley Park, Whalley Range and St Paul’s, Withington.

Ms Shah Headteacher, St Augustine’s CE Primary School said: "We are delighted to take part in this project that raises awareness of the harm that air pollution causes. Our children are passionate about the environment and they are leading the way in encouraging not only their own families but the whole school community to change ingrained habits to bring about a healthier and greener school environment. We want to encourage as many parents and children to walk or cycle to school and for those that have to drive to school to either park away from the school entrance or to switch off their engines if they are parked near the school."

Year six pupils, Patrick Okosun and Zohaib Khan from two of the school’s Rights Respecting Ambassadors added "We think St Augustine Street should be closed on Thursday’s National Clean Air day so that people from our school use less transport and apply Article 24 – The right to Health and Safety."

Clean Air Day is the UK’s largest air pollution campaign. Every year, air pollution causes up to 36,000 deaths in the UK. The World Health Organisation and the UK Government recognise air pollution as the largest environmental health risk faced today. Poor air quality causes heart and lung diseases and is linked to low birth weight and children’s lung development.

Banners will be displayed outside schools to provide messaging to parents and guardians about the need to switch off their engines to improve air quality in the

vicinity of their children's playgrounds. Eleven more Manchester schools have expressed an interest in organising School Streets events at a future date to enable more effective planning and resident consultation and will work with the council to plan their projects.

Executive Member for the Environment, Planning and Transport, Councillor Angeliki Stogia, said: "The School Streets events taking place this Clean Air Day will highlight the benefits of reducing traffic at the school gates. By creating safer streets, we want to encourage more parents and pupils to actively walk or cycle to school. Less traffic and parked vehicles near the school gates at the beginning and end of the school day increases everyone's ability to keep social distance measures safely.

"We will continue to work with local schools, both to highlight the proven benefits of cycling and walking instead of using the car and to examine whether more regular school streets can be brought forward in the future to promote active travel as the safest way to travel to school, as well as helping to improve air quality and respond to the ongoing issue of climate change."

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Appendix 4 - Play Streets

Table 1- Streets where at least one Play Street Session held 2019-20 (46 streets)

Street Name	Ward
Hartfield Close to Orchard Allotments adj Brunswick Church - Brunswick Street - Overlea Drive	Ardwick
Scarbrick Road - adj to Fallowfield Loop Cycleway	Burnage
NewsholmeStreet	Cheetham
BrookburnRoad	Chorlton
Kingshill Road	Chorlton
Manchester Road	Chorlton
Vicars Road (Marmion Drive to corner of Albemarle Road) M21 9GY	Chorlton
Wilbraham Road	Chorlton
BrundettsRoad	ChorltonPark
Chandos Road South	ChorltonPark
Chatburn Road	ChorltonPark
Clovelly Road	ChorltonPark
Floyd Avenue, M21 7LU	ChorltonPark
Hough End Avenue	ChorltonPark
MerseybankAvenue	ChorltonPark
MerseybankAvenue (Winterburn to Waterside Close	ChorltonPark
Napier Road	ChorltonPark
Sandy Lane	ChorltonPark
TorbayRoad	ChorltonPark
Whalley Avenue	ChorltonPark
Coronation Street	Clayton & Openshaw
Himley Road	Clayton & Openshaw
Vale Street	Clayton & Openshaw
WalsdenStreet	Clayton & Openshaw
Gaddum Road	Didsbury East
Bakewell Street	Gorton
Phelan Close	Harpurhey
ShiregreenAvenue	Harpurhey
WroxhamRoad	Higher Blackley

Heron Street	Hulme
Royce Rd cutting through Hulme Park	Hulme
Chapel Street	Levenshulme
Harrison Avenue	Levenshulme
Poplar Avenue	Levenshulme
Seddon Street	Levenshulme
Hopkins Street, M12 4NY	Longsight
Turnbull Road, M13 0PZ	Longsight
Canada Street	Miles Platting & Newton Heath
RamsgateRoad, M40 2XE	Miles Platting & Newton Heath
Acomb Street	Moss Side
RusheyRoad	Northenden
Meldon Road	Rusholme
College Road	Whalley Range
StPaulsRoad	Withington
George Mann close	Woodhouse Park
Total No. Of Streets	46 Streets (20 wards)

Table 2- Streets scheduled for Play Street Session prior to decision to defer Play Streets during Social Distancing rules (rule of 6)

Street Name	Ward
Brantingham Road	Chorlton
Chequers Road	Chorlton
Hartington Road	Chorlton
Nicolas Rd	Chorlton
Westfield Road	Chorlton
Chandos Road	Chorlton Park
Cheltenham Road	Chorlton Park
Corkland Road	Chorlton Park
Dartmouth Road	Chorlton Park
Dawlish Road	Chorlton Park
Devonshire Road	Chorlton Park
Ellesmere Road South	Chorlton Park
Meadowbank	Chorlton Park
Napier Road	Chorlton Park
Redland Crescent	Chorlton Park
Torbay Road	Chorlton Park
Royce Road	Hulme
Redgate Lane (cul de sac section)	Longsight
Clarendon Road West	Whalley Range
Blair Road	Whalley Range
Park Drive	Whalley Range
York Avenue	Whalley Range
Total	22 Streets

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Active Travel - Appendix 5

Greater Manchester Walking and Cycling Progress Report

The following Cycling and walking update and forward look report was produced for Greater Manchester's Transport Committee for the 9th October 2020 meeting.

1. COMMISSIONER'S FOREWORD

1.1. It is now three years since the recommendations in Made to Move were approved by the GMCA. I am immensely proud of what has been achieved working alongside Transport for Greater Manchester (TfGM) and Greater Manchester's 10 local authorities.

1.2. Our plans to deliver the UK's largest ever walking and cycling network - the Bee Network - are now coming to fruition. The groundwork has now been laid for building programme throughout 2021 with 26 new routes or junction upgrades, creating 55 miles of world class 'Beeways' – our name for walking and cycling routes that give people the protected space they need to get from A to B on foot or by bike. Early 2021 will also see the launch of Phase One of our GM bike hire scheme with a 1,500 strong initial fleet, including e-bikes.

1.3. This is an immensely exciting time to be involved in active travel. One silver lining to the Coronavirus pandemic is that it has made thousands of people fall back in love with the idea of leaving their cars at home, making every-day trips healthier, more pleasant and safer for everyone. The government's recent *Gear Change* announcement is unprecedented and should pave the way for Greater Manchester to realise its ambition to become a true cycling and walking city region.

1.4. Progress has accelerated following the appointment in January 2020 by TfGM of Dr. Richard Nickson as Programme Director for cycling and walking. His role is to direct the largest single investment in transport in GM and to ensure the successful integration of active travel into the wider Our Network vision.

Chris Boardman - Greater Manchester's Cycling and Walking Commissioner

2. THE FIVE PILLARS

2.1. January 2020 saw the start of a new approach to take forward the action plan that will result in the successful delivery of GM's ambition. To enable progress on cycling and walking to be better understood and effectively tracked, [Made to Move's](#) 15 actions have been split into five 'pillars'.

2.2. The pillars are:

1. Strategy
2. Infrastructure
3. Access to active travel
4. Safety and technical policy
5. Activation

This update report has been structured in this way to provide a broad look at the key achievements of the last 12 months and what the priority actions are planned up to December 2021.

3. STRATEGY

3.1. Since the publication of [Bee Network infrastructure proposal](#) in June 2018, the 10 GM local authorities and TfGM have made significant progress in developing an infrastructure network plan and a pipeline of schemes to deliver the Bee Network. In total the 1,800 mile Bee Network, which would connect every neighbourhood of GM, will cost £1.5 billion and needs to be delivered by 2028 to meet the 10-year timescale in Made to Move.

3.2. *Change a Region to Change a Nation*, Greater Manchester's walking and cycling investment plan, published in January 2020, sets out the programme's priorities to the government and how it helps to deliver the *Our Network* vision. This included the £500m

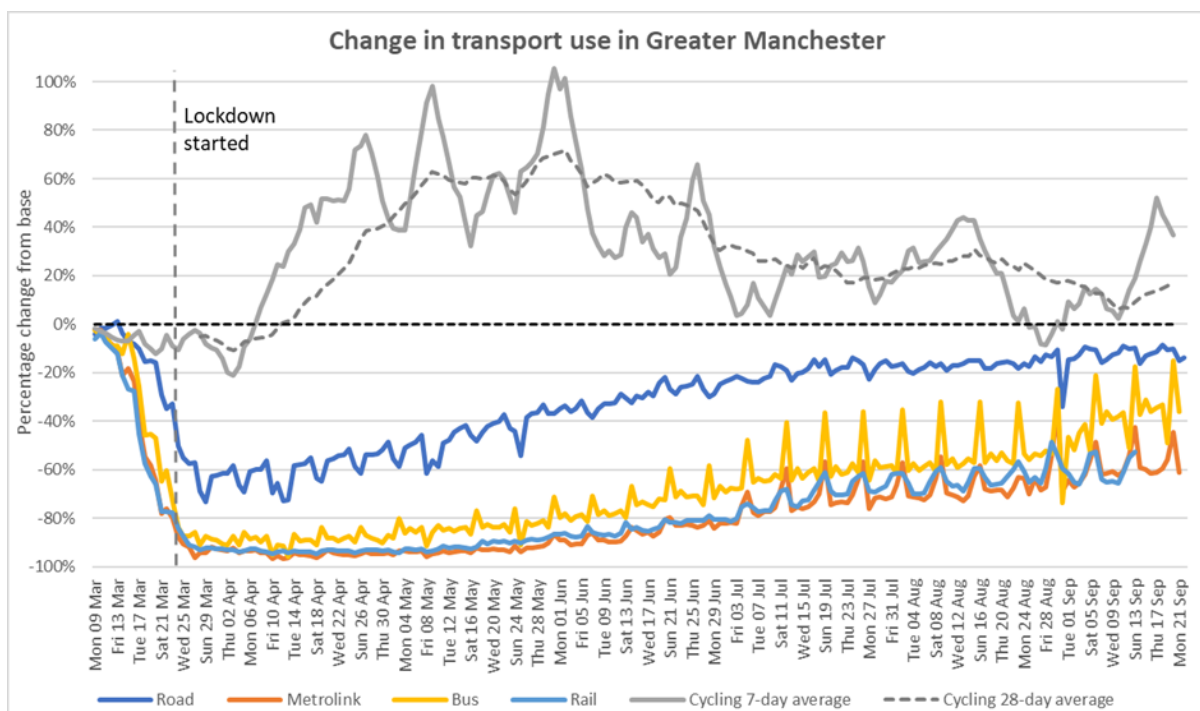
of infrastructure schemes which would deliver 420 miles of the network is currently being delivered or developed, of which a further £215m funding is required.

3.3. In July 2020 the Prime Minister launched '*Gear Change: a bold vision for a travel revolution in England's streets, towns and communities,*' backed by a £2 billion funding commitment, a revision of the Highway Code and a new cycling infrastructure design guide. Details of how this funding will be distributed is expected to be announced after the next fiscal event.

3.4. TfGM is also now working on an update of its five-year plan in relation to the 2040 strategy, of which active travel forms an integral part. Early next year, a *Streets for All* strategy will also be published by TfGM, including the outcome of the orbital corridor studies that were commissioned.

3.5. The response to Covid-19 has accelerated interest in and investment available, for active travel to help the work on ensuring we Build Back Better and to support Safely Reopening GM. GM residents have told us in surveys that they want to walk and cycle more as a result of the lockdown and GM has been able to secure further investment to rapidly install popup protected space on roads, while also supporting public transport, to assist people get about without cars.

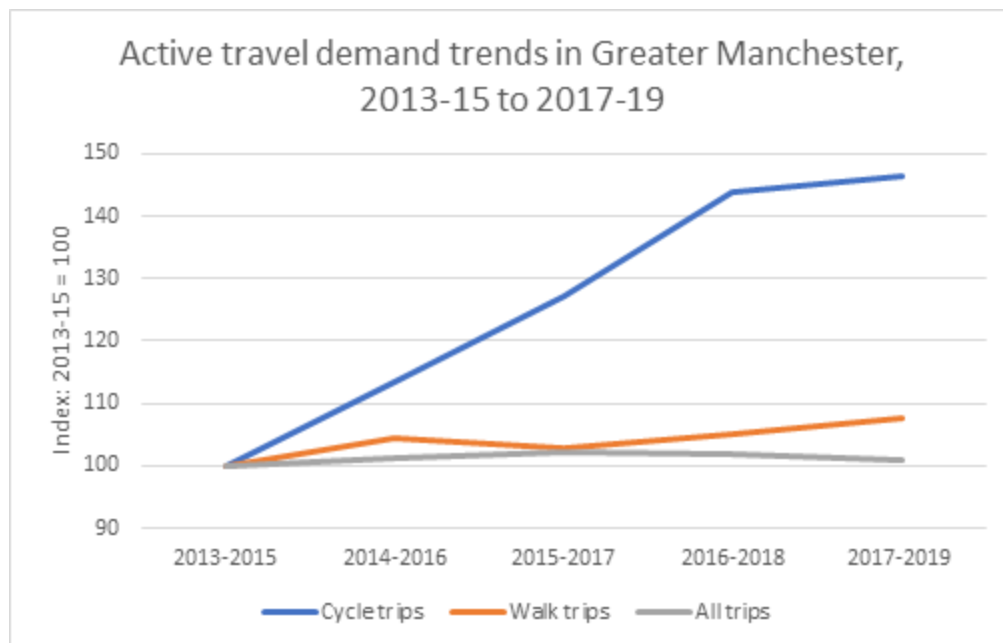
3.6. March 2020 onwards saw a significant rise in the numbers of people cycling for short journeys in response to the nationwide lockdown due to the coronavirus pandemic (see graph 1). Greater Manchester residents took to their bikes in large numbers almost double pre-lockdown levels, with up to 250,000 trips in a single day. At the same time, all other modes reduced the number of trips between 80% and 95%. During August there was a return to typical levels of cycling trips at this time of year although there are signs of strong growth again in recent weeks



3.7. TfGM's Covid Recovery Survey, revealed that three in ten respondents said they found walking and cycling a good way to get around during lockdown; a fifth said they feel safer walking and cycling, due to less traffic in their area; nearly half claimed that the experience of walking and cycling during lockdown will prompt them to do so more often as restrictions ease; and one in ten also said they've either recently bought or are considering buying a bike.

3.8. The week ending Sunday 20 September 2020 saw an additional estimated 1.5 million trips on the GM transport network. This increase in trips was driven by an increase in active travel with the largest contribution in terms of trip number coming from walking, followed by cycling. Cycle activity was an estimated 15% up and walking activity was an estimated 11% up.

3.9. Localised data shows that where investment has been made in safer infrastructure it is showing strong growth. On the Bridgewater Canal, workday cycle volumes during September are 13% above the average for August. During the period 07:00 to 09:00 they are 56% above the same period in August. There has been week on week growth in cycling activity on the Oxford Road corridor with average work day volumes for September to date 28% above average work day volumes during August.



3.10. Based on three-year rolling average data from the Greater Manchester Travel Diary Survey, in the past four years, cycling trips made by Greater Manchester residents have increased by 46% whilst walking trips have increased by 8%. This compares with an increase in trips by all modes of around 1% (graph 2 above).

3.11. To help ensure our approach remains insight-led, Transport for Greater Manchester has developed a monitoring and evaluation plan for Greater Manchester's investment in walking and cycling. This will track progress across the whole city region on key metrics including infrastructure delivery, cycling and walking levels, attitudes and perceptions, and key safety metrics. Scheme-level evaluation will also be used to measure the success of specific interventions at a local level.

4. INFRASTRUCTURE

Building the Bee Network

4.1. The creation of the UK's largest cycling and walking network – the Bee Network – will address the principle barrier to active travel which is a lack of safe space on the road, enabling millions more daily journeys to be made on foot or by bike.

4.2. Key projects completed in the last 12 months include the Bridgewater Canal Improvement scheme in Wigan, and the GM designed Cycle Optimised Protected Signals (CYCLOPS) junction which maximises the opportunities for safe cycling and walking whilst optimising the overall junction performance for all transport modes at Royce Road, part of Manchester's Chorlton beeway. The new cycling and walking routes across the Princess Road / Mancunian Way roundabout in Hulme are nearing completion.

4.3. Delivery of Bee Network walking and cycling routes is set to rapidly increase in 2021 with local authorities entering a very busy time. See Fig 1.

The infrastructure that will be delivered by December 2021 (both permanent and pop-up)



4.4. Over 2021, a further 26 cycling and walking routes or junction upgrades will be delivered across Greater Manchester, delivering 55 miles of new, high-quality routes.

4.5. Over £20m of scheme approvals have been granted to date with a further £95 million expected to be approved over the next six months. This follows useful feedback and lessons learned from the programme to date which are intended to speed up the approvals process.

4.6. Planned Bee Network scheme delivery by financial year (to 2023):

By April 2021: 4 miles

By April 2022: 88 miles

By April 2023: 126 miles

4.7. Several schemes are GM-wide and are managed by TfGM in collaboration with GM councils. This includes the GM wide Active Neighbourhoods scheme – the delivery of lowtraffic neighbourhoods - is being progressed by commissioning a specialist resource to develop one active neighbourhood in each district by trialling innovative, community-led approaches to scheme design. Engagement work will start in Autumn 2020. This will complement the other 12 district-led Active Neighbourhoods that have programme entry - including Salford, who over the summer started the first Active Neighbourhood trials in Greater Manchester in response to the coronavirus pandemic.

4.8. The GM Bee Network Crossings Programme will deliver safe crossings for people walking and cycling to connect quieter roads as part of the Bee Network. The first phase of the programme will deliver 18 crossings in Bury and the Harpurhey area of Manchester.

Consultation has been completed for the crossings in Bury and construction is due to start in the Autumn. The public consultation will commence in October with construction planned for early in the new year. Discussions have been had with all other eight districts and the proposed crossings locations have been put forward. This project will have a rolling programme of works with the design phase for the next tranche of crossings to commence in the coming weeks and delivery to follow after the work in Manchester has been completed. This is a TfGM led scheme with our internal team undertaking the design work.

4.9. Pop up walking and cycling facilities

4.10 In April 2020, as part of GM's response to the coronavirus pandemic, £5m was made available for local authorities from the Mayor's Cycling and Walking Challenge Fund to make it easier and safer to walk and cycle to aid social distancing and to give people an alternative to driving while public transport is limited. This was delivered as part of the Safe Streets Save Lives Campaign.

4.11. GM was also successful in receiving £3.1 million funding (tranche 1) from the Government's Emergency Active Travel Fund. The Fund made £250m available to local authorities in England to reallocate road space to walking and cycling quickly using pop-up measures such as point closure, cycle lanes and filtered neighbourhoods.

4.12. Dependent on a final funding settlement announcement (tranche 2) from national government, which is expected imminently, GM intends to deliver a total of 49 miles of pop-up walking and cycling routes.

4.13. Pop-up walking and cycling routes to be delivered:

Tranche 1: 25 miles

Tranche 2 (Town Centres): 18 miles

Tranche 2 (Regional Centre): 6 miles

4.14. Key pop up lanes already in place or underway include the A56 in Trafford and the A635 in Tameside as well as Liverpool Street in Salford. Pop-up low traffic neighbourhoods are also being put in in Trafford Manchester, Bolton and Salford.

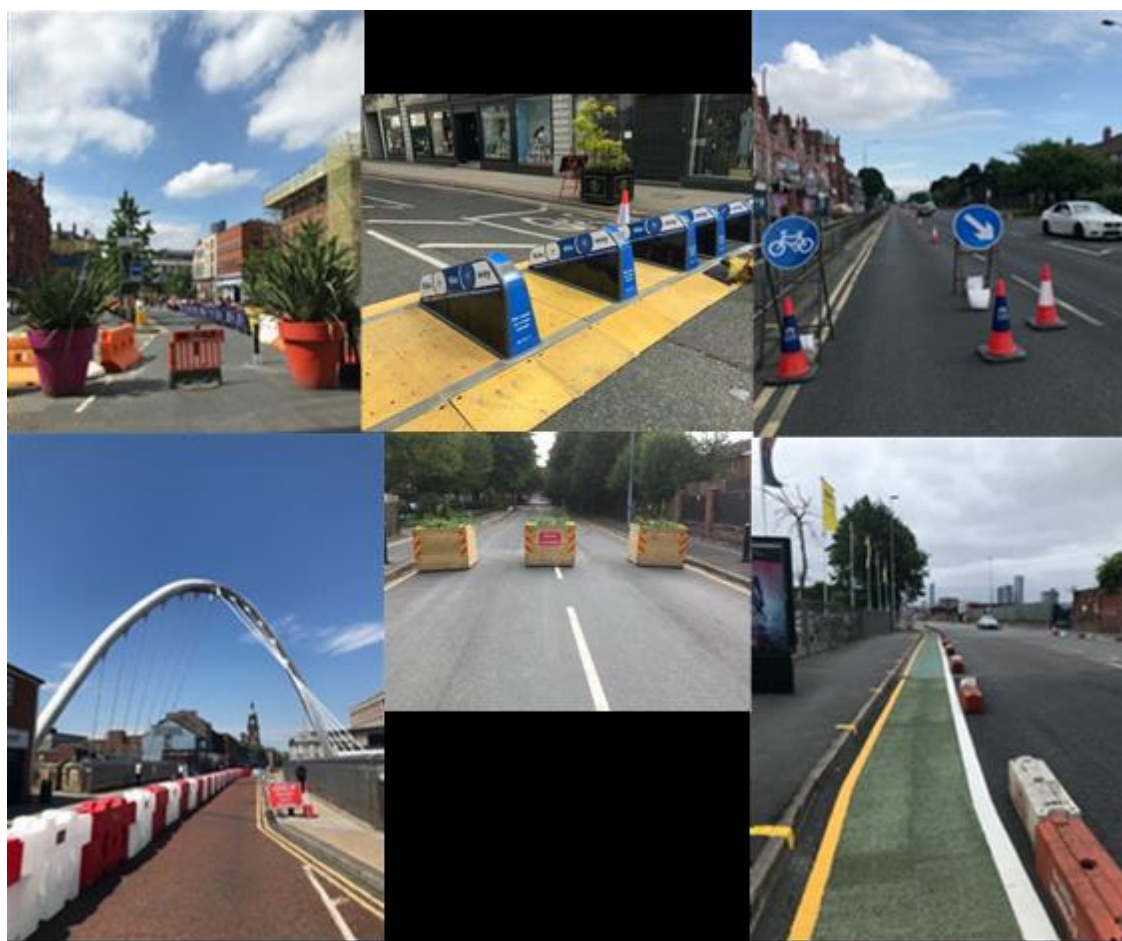


Photo: Pop-up measures in Manchester, Trafford, Bolton and Salford

4.15 The pop-up facilities have already delivered significant increases in use. Traffic counts on Trafford Council's scheme on the A56 recorded increases of 200% in levels of cycling. Data from the AI sensor adjacent to the pop-up lanes on Deansgate show that, from 1 August 2020, cycling has been 63% above the same period in 2019.

4.16 During the continued covid social distancing restrictions and the decision to place the city in Tier 3 the priority is for safe travel and movement of pedestrians. At present there are no current plans to roll out any additional pop up cycle lanes in Manchester over and above those already installed or committed to as detailed above.

5. ACCESS TO ACTIVE TRAVEL

5.1. Safe space on the road is just one part of providing a comprehensive offer to enable active travel as part of an integrated GM transport system. A lack of the right equipment, skills or confidence can also be a barrier. Access to a good quality bike is another. Only 26% of GM households have access to a bike and this drops to just 16% for those living in flats.

5.2. Therefore, during the height of the pandemic, following unprecedented levels of enquiries, TfGM made 450 loan bikes available to NHS workers so they could continue to do their vital work. Work is underway to understand how we can best improve access to bikes across a range of audiences in GM with further investment.

5.3. The GM Bike Hire project has made good progress and is on track to launch phase 1 the scheme in the Regional Centre in Spring 2021 with an initial fleet of 1,500 bikes, including e-bikes. Docking locations will be within a five-minute walk of around 100,000 households, providing convenient and affordable access to bikes. Subsequent phases will see the scheme expand to the rest of GM. A formal Invitation to Tender has now been issued with four operators in the running.

5.4. GM Walking is an information hub and helps to deliver the walking elements of GM Moving. In collaboration with Greater Manchester Centre for Voluntary Organisations, a total of £225,000 in grants to voluntary, community and social enterprise organisations to support increased walking. It will also deliver the first virtual festival, the Let's Walk Fest, which will allow people to take part in walking events while Covid restrictions are in place will run from the 12th to the 25th October 2020. Last year's festival delivered saw 5,864 people taking part across the 429 activities. The Greater Manchester Way also launched

in August 2020 and will continue through the autumn our campaign to bring stories, poetry and colour to the streets of Greater Manchester to encourage people to walk.

5.5. In August 2020, TfGM announced that it had been awarded a £1 million grant from the London Marathon Charity Trust to inspire people across Greater Manchester to walk or cycle more with a particular focus on BAME communities, women and children. The project will work with 10,000 people in schools and community organisations to increase levels of physical activity through active travel by delivering skills sessions, providing new equipment, delivering group rides and running inspirational event in communities across GM.

5.6. Due to the coronavirus pandemic, the TfGM cycle training programme was suspended from March to June but since re-starting demand for 1-2-1 and family sessions has been unprecedented with a 400% increase year on year.

6. SAFETY AND TECHNICAL POLICY

6.1. The perception of safety is an important measure for cycling take-up, as seen with an increase in the propensity to cycle during the lockdown. TfGM measures this every two years. The latest data reveals that only 31% of GM residents agree that “Greater Manchester’s transport network encourages you to walk or cycle as part of your trips”. Satisfaction of people who walk with feeling safe from traffic during the day is 75% and this drops to just 51% of people who cycle. These metrics need improving to meet our transport targets.

6.2. People walking and cycling in Greater Manchester are exposed to a greater level of risk of fatal and serious injury than people in cars and vans. The total distance walked and cycled in GM each year is approximately 7% of the total distance travelled on the road yet make up on average 50% of fatal and serious injuries. Reducing the real and perceived risk is vital to meeting targets to increase levels of active travel.

6.3. The latest killed and serious injury (KSI) data shows little progress in recent years to reduce the numbers of people killed and seriously injured on GM’s roads (table 2). Early KSI data during the lockdown has shown a concerning increase in serious injury although this data is still to be validated. The intention is to publish a rate-based figure for active travel which takes into account the level of exposure, however before this is done, improvements still need to be made about the reliability of capturing the total distance travelled.

6.4. Removing the source of danger is the only way of reducing risk while also increasing levels of active travel. Greater Manchester's Streets for All design guide – a manual for how streets should be designed - will soon be published in a series of chapters starting early in 2021. The aim of the document is to ensure a more consistent approach to highway design across GM and to ensure that minimum standards are met for all schemes where people walk and cycle.

6.5. The design guide will cater for all modes of transport and will focus on raising the level of service and ensuring critical collision risks are removed. It will also develop place centred design so people have the confidence to be able to relax and rest outside, which can help promote good mental health and is more sensitive for people with dementia.



Photos: Example of recent highway schemes in Bolton and Manchester that have incorporated Bee Network standards from non-active travel funding

6.6. A priority for the programme is to improve safety for pedestrians. The Transport Research Laboratory (TRL) were commissioned by Transport for Greater Manchester to do a trial of its side-road Zebras proposal in November 2019. The proposal is a to use cost effective treatment for side roads giving pedestrians greater priority using road markings only, an approach that is already used in most European cities. Due to the impact of coronavirus, the study has been delayed but it is hoped that TRL will report in December 2020. Early results from the study show a good level of public understanding of the use of zebra markings at side roads.

6.7. Reducing the risk of collision near new cycling and walking schemes is vital to persuade more trips so safety cameras will be prioritised on assets that are linked to the Bee Network to enhance safety and support growth in cycling and walking. Work to draft the outline business case for the upgrade GM of safety camera housings has begun. Subject to approval and procurement, this project will upgrade older local authority safety camera technology with the latest digital cameras; and provide an opportunity to future proof equipment using Automatic Number Plate Recognition (ANPR) based platforms where appropriate.

6.8. TfGM is working on joint responses with GM local authorities to the government's pavement parking and Highway Code consultations. Both consultation focussing on bringing benefits to pedestrians by keeping pavements clear of parked vehicles and enhancing priority at junctions. Both consultations appear to support approaches already being taken by GM, but further work will be required to review the impact these proposals have prior to making a response.

7. ACTIVATION

7.1. Work is underway to create a GM-wide one stop shop for cycling and walking activity. Possibly hosted on TfGM's website in partnership with GM's 10 districts and GM Moving, the web platform will inspire people to travel on foot and by bike, inform them about what is happening where they live and work and will also be a practical tool to book activities like cycle training or respond to a local consultation. The new web platform will be launched this winter.

7.2. In September 2020, TfGM partnered with *Love to Ride* - an online intervention aimed at inspiring people to cycle more.

7.3. Love to Ride uses registration information to deliver bespoke messages of encouragement to individuals and businesses, amplified by incentives and prizes for participation and personal/organisational achievement.

7.4. To date, more than 160 GM organisations and businesses have logged cycle rides, with more than 2,000 individuals registering to take part, including occasional and new/returning cyclists. One of the local businesses Cycle Champions, Andy Wilson, Carbon Literacy Consultant, Great Places Housing Group has fed back: "I can't get enough of Love to ride - it's such a powerful engagement tool for organisations to get

more people in the saddle. For better or worse, internal and external competition is a proven way to motivate people to getting involved.”

7.5. Safe Streets Save Lives campaign is a marketing and communications approach to support all GM local authorities to communicate why emergency active measures are needed in helping to support those with no access to a car and easing the pressure on the public transport system at a time of social distancing. The campaign is also enabling local authorities to talk about promoting active modes more broadly and the wider benefits this delivers and enables.

7.6 The campaign is being delivered under the umbrella of one shared identity across GM but tailored locally to the specific locality using a flexible, adaptable suite of resources to be used on social media and printed, ‘on site’ messaging to sit alongside the temporary measures.

**Manchester City Council
Report for Information**

Report to: Neighbourhoods and Environment Scrutiny Committee – 4
November 2020

Subject: Monitoring and Compliance – Construction Sites

Report of: The Strategic Director (Neighbourhoods),
The Director of Planning, Building Control and Licensing
The Head of Compliance, Enforcement and Community Safety

Summary

The report provides information requested by Members on:

- Known active construction sites across the authority;
- The city's start and end times for construction works to be undertaken and the rationale for those times;
- How many neighbouring local authorities and other core cities have the same permitted construction times as Manchester; and
- Information on the monitoring of construction sites and the approach taken to enforcement, including examples of types of breaches identified and how these were addressed.

This follows a report in February 2020 which looked at the use of and enforcement of planning conditions where impacts of construction was also raised.

Recommendations

The Committee is asked to note and comment on the report.

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>
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<p>The Planning System assists in mitigating impacts of climate change through the statutory framework. Planning conditions and control of construction impacts are important in ensuring development is carried out in accordance with planning policy and environmental protection legislation which includes addressing climate change to deliver sustainable economic growth.</p>

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	Planning supports economic growth in its wider context through enabling new development, creating jobs across all sectors. On specific proposals local labour benefit agreements are sought which also includes opportunities for training.
A highly skilled city: world class and home grown talent sustaining the city's economic success	
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	
A liveable and low carbon city: a destination of choice to live, visit, work	Planning assists in mitigating the impacts of development and provide maintained and improved infrastructure that aims to connect the city to ensure that the city is a destination of choice to live and a place where people will want to visit and work. Through new development, Planning aims to engage communities and engender pride in the city.
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.

Report to Neighbourhood Scrutiny – February 2020

1.0 Introduction

1.1 At its meeting in February 2020, members considered a report which provided information relating to a number of planning related matters principally around the use and enforcement of planning conditions. That same report included information on how planning works with the Highway Authority on issues relating to construction management and our social providers through their development activity.

1.2 Members have now asked for a report which focuses on construction sites in the city. Specifically:

- Known active construction sites across the authority;
- The city's start and end times for construction work to be undertaken and the rationale for those times;
- How many neighbouring local authorities and other core cities have the same permitted construction times as Manchester; and
- Information on the monitoring of construction sites and the approach taken to enforcement, including examples of types of breaches identified and how these were addressed.

1.3 This it is understood is in the context of concerns being raised by residents about adverse impacts from the construction phase of development.

2.0 Background

2.1 Development is key to the city's growth and residential agenda and moving forward this will be an essential part of economic recovery post Covid. There are inevitably temporary consequences of this in terms of impacts on local communities from construction but the objective as always is to ensure that these are minimised.

2.2 The report to Committee in February set out how services working together have been attempting to deal with such impacts and some of the challenges being faced.

2.3 Following that report and in response to Covid-19, the Government introduced a range of measures in the planning system to allow authorities to continue to provide both statutory and non-statutory functions and to assist others at this challenging time. One such measure has been to allow more flexible working hours on construction sites which will support social distancing requirements and to allow varied start and finish times. Ultimately this is to support house building and the economy.

2.4 On 13 May 2020, the government published a written ministerial statement on planning and construction working hours. This statement expects local planning authorities to approve requests to extend construction working hours temporarily to ensure safe working in line with social distancing guidelines until 9pm, Monday to Saturday, unless there are very compelling reasons against this.

- 2.5 In July 2020, the Planning and Business Act 2020 passed the provisions of the written ministerial statement into law by introducing a new temporary fast track deemed consent route to enable urgent changes to construction working hours to support safe construction working in line with the government's latest social distancing guidance on construction and other outdoor work. This response is to meet the needs for many construction sites to implement changes to working practices, including staggered starts and finishes, requiring different hours of operation to those which are currently permitted for the site through planning conditions.
- 2.6 The fast track deemed consent route allows developers to apply to local planning authorities (LPAs) to vary existing conditions, or the details submitted under a condition, that limit construction site working hours. Local authorities have only 14 calendar days to consider such applications.
- 2.7 Such a consent if granted by the LPA temporarily amends planning restrictions on construction working hours until 1 April 2021, unless either another earlier date has been requested by the applicant or is decided upon by the local planning authority (with the agreement of the applicant). Where we are considering a different end date to that in the application, an agreement should be reached prior to the 14-day determination deadline.
- 2.8 If an application is not determined within 14 days (excluding public holidays), the revised working hours are deemed to have been consented to and construction can take place in accordance with these new hours.
- 2.9 The clear guidance is that we should not refuse applications to extend working hours until 9pm, Monday to Saturday without very compelling reasons. Initially the only example that was given on what was deemed 'exceptional circumstances' related to potential impacts on hospitals and care homes. The changes through the Planning and Business Act now provides for some consideration to be given to sites and places of worship, broadcasting or recording studios, theatres and cinemas; in respect to residential areas this now includes where the request for changing hours is likely to have a significant impact on health (having regard to the Environmental Protection Act 1990 and Control of Pollution Act 1974)
- 2.10 The guidance remains vague but we believe this has allowed for some interpretation. This has enabled officers to create a process which allows the Council to excerpt as much influence/control/understanding of what noise will be made and making the developer also understand and take on board sensitivities. What is sought is sympathetic site management which should set out to mitigate local impacts.
- 2.11 In addition to information around the date the revised construction working hours, applicants should provide a short justification on why extended hours are necessary to enable safe working practices on site; a list of the primary construction activities, expected to take place during the extended working hours, including plant and equipment to be used; a proportionate assessment

(where relevant) of the likely impact of noise upon sensitive uses near to the site and details of their mitigation plan.

- 2.12 Applicants are also encouraged to provide details of mitigation plans setting out how they propose to liaise with neighbours and manage and mitigate any effects on local residents or businesses from working additional hours. These should be proportionate to the nature of the site and the number of people potentially adversely affected. Such a plan could include limiting noisy works to within usual working hours or agreeing to undertake quieter activities in the morning and evening or agreeing alternative parking provisions. Although it is not practical to proactively monitor every site, if issues arise these will be responded to swiftly and may then be subject to monitoring. The Planning and Out of Hours Teams work together to deal with complaints and to decide who is best placed to lead on specific matters.
- 2.13 In discussion with applicants we are clear that it is important to acknowledge that people are spending more time, including working, from their home and it is, therefore necessary to balance their reasonable expectations for the acoustic environment in their home and their protection from demonstrable harm against the desire to ensure that necessary construction work can continue to support the economy.
- 2.14 As part of these discussions with applicants the majority are aware of the need to formalise a process of community engagement which is usually enshrined in a community engagement plan. This sets out how any changes to working practises will be shared, points of contact for any queries or complaints, liaison with residents, complaint resolution and general communications in relation to on-going work.
- 2.15 The Ministerial statement and subsequent guidance are key considerations in determining an application under this new route.
- 2.16 For clarity the new application route only applies where planning permission has been granted for the development of land, subject to a condition restricting site working hours, or a condition requiring the submission of a construction management plan (which limits working hours) and up to 1st April 2021.
- 2.17 There are occasions where construction is not subject to a planning condition. In the report to Committee in February we set out the challenges for the planning system in managing the construction phase of development. This is especially so as conditions cannot be imposed to control matters that are not material considerations including, for example, impacts that are controlled by other legislation. Members may recall that broadly speaking, construction impacts are not material considerations, though there are some matters that can be controlled through planning. For instance, pollution or noise caused by the construction work is not a material consideration, because it is considered that there is adequate legislation in the form of the various laws on control of pollution to deal with this.

- 2.18 Planning may therefore ask for a Construction Management Plan but many elements included would have to be controlled and enforced by other parties and legislation.
- 2.19 It remains that notwithstanding the new temporary provisions, it is largely the Control of Pollution Act 1974 and the Environmental Protection Act 1990 which are relevant if noise or other nuisances from building works are considered to be causing material interference with the use or enjoyment of neighbouring properties.

3.0 Process

- 3.1 In May, the Planning service established a new process for handling requests under the new temporary provisions that enabled contractors to request temporary changes to construction hours. As part of the request, the following information was requested:
- The relevant planning permission for the development and the new hours that were being requested;
 - Details of the reasons for the request;
 - Planned work during any amended working hours; and
 - If possible, details of any mitigation such as communication strategies with local residents.
- 3.2 These requests were then notified to the Citywide Environmental Protection team and to local Members seeking their views. Where the existing construction hours were directly controlled by a planning condition, this was also set out in the notification. This process was continued when the fast track deemed consent route was introduced.
- 3.3 To date, there have been 29 requests for temporary amendments to construction hours received under these provisions. Of these, 2 were withdrawn before a decision was reached. The remaining 27 have been approved, with 1 obtaining deemed consent as a result of a decision not being issued within the 14-day time period. As part of the process local members are notified of the request and comments received assist the decision making process.
- 3.4 The majority of the above submissions were subject to negotiation in order to ensure that the proposed work to be carried out within the extended hours was acceptable and appropriate within the context usually involving quiet working processes. Communication strategies were also requested when not provided.
- 3.5 Even if a condition of planning permission for construction hours does not specify the hours to be worked, if such hours are then stipulated within a construction management plan then they may still be subject to the requirement of a request for the temporary amendment.

4.0 Known active construction sites across the authority

- 4.1 There is no requirement as part of the planning process to notify the Council when construction may commence on a development; typically, when planning permission is granted, commencement must be begin within 3 years of that approval, subject to the discharge of other relevant conditions.
- 4.2 However, we are aware of 112 construction sites across the City where officers are presently working with the developers, this is either as the result of a complaint about noise or some form of pollution, or if they have requested prior consent for later noisy working. The sites are broken down as follows:

City Centre - 74
 South - 8
 Central - 16
 North - 14

- 4.3 Of these construction sites 4 have now been completed.

5.0 The city's start and end times for noisy construction works to be undertaken and the rationale for those times.

- 5.1 Current guidance for start and end times across the City applies for noisy construction work. This guidance sits outside of planning and is city wide advice applied by the Council through environmental protection.

Monday - Fri 07:30 - 18:00
 Saturday 08:30 -14:00
 Sunday and Bank Holidays - No noisy construction

- 5.2 Consent to carry out noisy work outside of these times can be applied for, this is often for essential works or works that cannot be carried out safely during peak times.
- 5.3 The guidelines around noisy construction hours are intended to balance the need to provide contractors with a reasonable timeframe to carry out works and the need to protect residents from unreasonable disturbance from works which, by their nature, will be noisy.
- 5.4 Where the guidelines are not adhered to or significant noise problems exist the Council can serve a notice using the Control of Pollution Act 1974 to formalise working hours and practices. Each construction site will have different characteristics and the formal notice allows controls to be tailored to the needs of a specific area and what is reasonable/ feasible to ask the contractor to do.

Planning Conditions

- 5.5 If as part of the planning permission a construction management plan (CMP) has been provided as a requirement under a condition, this can be enforced under the Town and Country Planning Act 1990. For example, a failure to follow the CMP would amount to a breach of the respective condition of the

original planning permission; this could include construction vehicles using an entrance to a site that did not form part of the agreed plan.

- 5.6 Construction management plans will generally set out times for intended noisy working practices and typically these are in line with our published guidelines as a City; where they are not, this will be discussed with the developer at the submission stage. A construction management plan which has been agreed with different hours for noisy working would not exempt the development from the published working times for the City as whole, as these are controlled by a separate legislative process as set out above. However, as previously mentioned, there is a separate consent process whereby noisy work can be carried out outside of those published hours and a developer would need to pursue this ahead of any such work being undertaken.
- 5.7 If there is a breach of a condition on a planning permission, i.e. a part of the construction management plan, the test is not simply to identify the nature of the breach but the harm caused as a result. If the controls that would remedy the breach are relating to noise and pollution, the most appropriate powers are those contained in the Control of Pollution Act 1974 or the Environmental Protection Act 1990.
- 5.8 It is always the case that any report of a breach of planning control will be subject to negotiations with the developer in order to resolve any given issue. The majority of cases are resolved through discussions and on-going monitoring.
- 5.9 A breach of condition notice under the Town and Country Planning Act 1990 is effective for as long as there is a breach; failure to resolve the breach within 28 days of the notice being served is a criminal offence and can lead to prosecution and fines of up to £2500. Where a breach is resolved in that period as a result of a breach of condition notice, that notice is not effective on any subsequent breach of that condition and a new notice would need to be issued on each instance.

A breach of condition notice has a statutory compliance period of 28 days, this can be longer, but it cannot be shorter; no offence is committed until this period has elapsed and only then if the steps required by the notice have not been taken or the activity required by it to cease has not ceased. It is not an offence to breach a condition in the first instance or to continue to breach a condition in the 28 day compliance period set out in the notice.

- 5.10 Section 7 provides some examples of how concerns regarding construction sites have been dealt with.
- 6.0 How many neighbouring local authorities and other core cities have the same permitted construction times as Manchester?**
- 6.1 The below are the times other GM and Core City Authorities publish as their guidance for noisy working.

Guideline hours for noisy construction by local Authority

Local Authority	Timings Mon – Fri	Saturdays	Sunday / Bank Hol.	Comments
GMCA				
Manchester	7:30- 18:00	8:30 -14:00	No	Hours provided on line
Trafford	8:00 - 18:00	8:00 -13:00	No	
Bolton	8:00 - 18:00	8:00 - 13:00	No	Not advertised online
Salford	Can be site specific, although typically acceptable hours will apply to sites with no specifically set hours.			No standard hours advertised online. New development will have hours set by recommendations from EP in Environmental management plan.
Bury	8:00 - 18:00	9:00 - 14:00	No	
Tameside	8:00 - 18:00	9:00 - 13:00	No	Not advertised online
Rochdale	8:00 - 18:00	9:00 - 14:00	No	
Wigan				Not advertised online
Stockport	7:30 - 18:00	8:00 - 12:30	No	
Core Cities				
Belfast	7:00 - 19:00	8:00 - 13:00	No	
Bristol	8:00 - 18:00	8:00 - 13:00	No	
Birmingham	8:00 - 18:00	8:00 - 13:00	No	
Cardiff	8:00 - 18:00	8:00 - 13:00	No	
Glasgow	8:00 - 19:00	8:00 - 13:00	No	
Liverpool	8:00 - 18:00	8:00 - 13:00	No	
Wirral	8:00 - 18:00	8:00 - 13:00	No	
Leeds	8:00 - 18:00	8:00 - 13:00	No	
Newcastle	8:00 - 18:00	8:00 - 13:00	No	
Sheffield	8:00 - 18:00	8:00 - 13:00	No	
Nottingham	8:00 - 18:00	8:00 - 13:00	No	
Inner London Authorities				
Camden	8:00 - 18:00	8:00 - 13:00	No	
Greenwich	8:00 - 18:00	8:00 - 13:00	No	
Hackney	8:00 - 18:00	8:00 - 13:00	No	
Hammersmith and Fulham	8:00 - 18:00	8:00 - 13:00	No	
Islington	8:00 - 18:00	8:00 - 13:00	No	
Kensington and Chelsea	8:00 - 18:00	No	No	
Lambeth	8:00 - 18:00	8:00 - 13:00	No	
Lewisham	8:00 - 18:00	8:00 - 13:00	No	
Southwark	8:00 - 18:00	9:00 - 14:00	No	

Tower hamlets	8:00 - 18:00	8:00 - 13:00	No	
Wandsworth	8:00 - 18:00	8:00 - 13:00	No	
Westminster	8:00 - 18:00	8:00 - 13:00	No	

6.2 Since the Ministerial statement and the new fast track provisions, all local authorities must have regard to government guidance if a developer needs to seek a change to a planning condition on construction hours. This is the key material consideration and unless there are compelling reasons to justify otherwise we are told to allow 9.00pm extended hours (or 24 hours in some instances).

7.0 Information on the monitoring of construction sites and the approach taken to enforcement, including examples of types of breaches identified and how these were addressed

Licensing and Out of Hours Team

7.1 The process for assessing noisy working complaints on construction sites is as follows:

- A noise complaint is received.
- Checks are made that this is a commercial construction site.
- Checks are made if there is any prior consent in place to carry out noisy work outside the guideline hours.
- A site visit is undertaken and a letter providing guidance or a warning letter is issued, if initial case review confirms out of hours work is taking place.
- On witnessing any out of hours working the next stage is service of a COPA Notice, if warning letter/guidance has already been provided.
- If the notice is breached the officer assesses whether to take legal action or issues final warning depending on evidence available.

7.2 Proactive monitoring is carried out on sites where issues have been identified, if they are in sensitive locations, or if they have been granted increased working hours. This enables the team to ensure that the site is following the guidelines, without the onus being on residents to report further issues.

7.3 In 2019/2020 440 complaints of noisy work from construction sites were received, including repeats. This resulted in 318 site visits taking place at 128 construction sites, either to speak to the site contractor or to monitor the work being carried out. The majority of sites respond positively to the initial visit and do not need further intervention. 26 notices were served, all of which were complied with.

7.4 Of the sites granted extended hours as a response to Covid there have been two enquiries (separate sites). In both instances residents were asking why they have been granted extended hours. There have been no reports received about sites operating outside of their extended hours.

Examples of recent cases where notices have been served relating to noisy working practices

X1 The Plaza, Great Ancoats and Beswick

Following initial complaints about the X1 The Plaza site, investigations were made into the site, where officers proactively monitored the site, but did not witness noisy working taking place outside of the guideline hours. Further investigation led to site engagement and identification of noisy working on a Sunday.

A notice was served under the Control of Pollution Act (COPA) on 22nd June 2020, formalising the guideline hours. Officers then received allegations of a breach of this notice, although this was not witnessed. A final warning letter was issued detailing the consequence of breaching a COPA notice which is still active on the site. There have been no further reported breaches.

M4nchester Two Ltd - Bengal Street, Ancoats and Beswick

Following complaints regarding noisy working a warning letter was issued to the site manager. A number of proactive site visits were carried out which resulted in officers witnessing noisy working outside of the guideline hours. A notice was served under the Control of Pollution Act (COPA) on 22 June 2020, formalising the guideline hours. There have been no further reported breaches.

Binns Place, M4 6DE, Piccadilly

Following complaints received of noisy working a site visit was carried out and the site manager was warned if further issues then a notice would be served. Further reports received of noisy working outside the guideline hours 6 weeks after the site visit. A notice was served under the Control of Pollution Act (COPA) on 7 October 2020 formalising the guideline hours. No further issues were reported.

Planning Compliance Team

- 7.5 Undertaking the Planning Compliance function must be done in an open, fair, equitable and consistent manner. Every complaint is considered on its individual merits and an assessment made as to whether it expedient to take enforcement action in the particular circumstances.
- 7.6 Formal planning action can only be taken where there is a “breach of planning control”, which for the purposes of the Town and Country Planning Act 1990 (as amended) this is defined as:
- Carrying our development without the required planning permission; or
 - Failing to comply with any condition of limitation subject to which planning permission has been granted.
 - Enforcement action is then defined as:

- The issue of an Enforcement Notice; or
- The service of a Breach of Condition Notice.

7.7 Throughout the process, Officers will continually try and secure a satisfactory conclusion by negotiation rather than resort to legal action. This is a key principal of the Planning Compliance Process. For example, complaints relating to wheel washing, construction vehicle parking and routing of construction vehicles are often resolved without any need for formal action.

Examples of cases resolved without the need for any formal Planning Compliance action

Land on Dalbeattie Street South of Parkmount Road, Harpurhey

Planning permission included a requirement by way of a condition for a Construction Management Plan; this included information relating to the washing of contractors' vehicles on site and that roads to be checked regularly with sweeping of the highway taking place to clear any debris. Complaints were received of debris on the highway. Following visits by Planning Compliance Officers, the developers took steps to action the concerns and measures were put in place to resolve matters.

Didsbury High School, M20 2ED, Didsbury West

Commencement of development without any tree protection measures in place; also, allegation that trees that were marked for retention on the landscaping scheme had been felled to facilitate construction. Following site visits by Planning Compliance Officers, there was no evidence of unauthorised tree felling and all tree protection measures were put in place within a week of the visit taking place.

Grove Village PFI, Ardwick

Complaints were received relating to construction vehicles leaving trails of mud on the road. A site meeting was arranged with the site manager and developer in order to resolve the issue and further wheel washing and street cleaning measures were agreed and implemented.

This list is not exhaustive, but these are typical examples relating to the early construction phase of developments which are then resolved without the need for any more formal action. When formal action is pursued in relation to planning conditions, this more often relates to issues that are not related to the impacts of construction and are pre-occupation, i.e. delivering landscaping, parking layout and refuse storage arrangements to name a few.

7.8 Complaints can be made to either team as noted in 2.12 above who will then work together to respond to concerns. Although issues are usually resolved without the need for formal action, this remains an option.

8.0 Conclusion

- 8.1 Construction is a necessary part of the development process; it is acknowledged, however, that there have been areas of the city that have experienced higher concentrations of individual construction sites. Either individually or collectively these have had the potential to cause impacts to residents; it is also recognised that extended working hours have and will increase concerns.
- 8.2 There are processes that exist to deal with the most harmful impacts of construction, as set out in this report. The objective is not to stop construction, but to try to resolve issues to allow this to continue whilst safeguarding amenity where possible.

**Manchester City Council
Report for Information**

Report to: Neighbourhoods and Environment Scrutiny Committee
– 4 November 2020

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 - Scrutiny Covid Sitrep Update and Highways Social Value information that had been requested
- 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
9 October 2019	NESC/19/39 Waste, Recycling and Street Cleansing Update	Recommend that the Executive Member for Neighbourhoods reviews the Biffa contract to ensure that it stipulates that Biffa operatives to replace emptied bins in a safe and appropriate manner so as not to cause a hazard or obstruction to other users of the highway and pavement.	Information relating to how this recommendation had been progressed was provided in the report submitted to the October 2020 meeting.	Cllr Akbar
5 February 2020	NESC/20/13 Planning Conditions and Enforcement	The Committee recommend that the Executive Member for Neighbourhoods and the Executive Member for Environment, Planning and Transport work together to ensure that appropriate measures are in place to mitigate the disruption to residents and services delivered in neighbourhoods that result from building construction.	The Committee will be considering a report on Planning Conditions and Enforcement at the meeting of 4 November 2020.	Cllr Akbar and Cllr Stogia
7 October 2020	NESC/20/40 Waste, Recycling and Street Cleansing Update	Recommend that the Executive Member for Neighbourhoods and relevant officers arrange a meeting with local Members so that the concerns of both Members and residents regarding the delivery of waste, recycling and street cleansing services be addressed.	A response to this recommendation has been requested.	Cllr Akbar

7 October 2020	NESC/20/40 Waste, Recycling and Street Cleansing Update	Recommend that the Strategic Lead, Waste, Recycling and Street Cleansing circulate an update to Members of the Committee on the review of communications strategy at the appropriate time.	This recommendation has been accepted.	Heather Coates
7 October 2020	NESC/20/40 Waste, Recycling and Street Cleansing Update	Recommend that the Strategic Lead, Waste, Recycling and Street Cleansing recirculate to Members the maps of all district centres, the schedule for cleansing work and the agreed service standards.	This recommendation has been accepted and this information will be circulated to Members before the November meeting.	Heather Coates
7 October 2020	NESC/20/40 Waste, Recycling and Street Cleansing Update	Recommend that the Strategic Lead, Waste, Recycling and Street Cleansing circulate the latest data relating to recycling rates in apartment blocks to Members.	This recommendation has been accepted and this information will be circulated to Members before the November meeting.	Heather Coates
7 October 2020	NESC/20/41 Highways Maintenance Programme	The Committee requests that information is submitted to the November meeting, detailing all of the social value achieved to date as a result of contracts awarded through the delivery of the Highways Maintenance Programme. The information should provide a breakdown of each scheme with the information provided at ward level, where possible, to identify where those residents who had benefited from this lived in the city.	This recommendation has been accepted and this information is provided as an Item for Information at section 3 of this report.	Steve Robinson
7 October 2020	NESC/20/41 Highways	The Committee recommend that regular meetings are convened by the	A response to this recommendation has been	Cllr Stogia

	Maintenance Programme	Executive Member for Environment, Planning and Transport with all Members of the Committee to discuss Members issues or concerns relating to the delivery of highways projects, and that a briefing note on the outcomes and identified actions arising from these meetings are circulated to Members at an appropriate time.	requested.	
7 October 2020	NESC/20/41 Highways Maintenance Programme	Recommend that the Director of Highways include information and data on the cyclical gully cleansing programme in the Members performance dashboards that was regularly circulated.	This recommendation has been accepted.	Steve Robinson

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 **23 October 2020**, 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 *

There are no Key Decisions currently listed within the remit of this Committee.

3. Item for Information: Scrutiny Covid Sitrep Updates - November 2020 (information correct at 23 October 2020)

Neighbourhoods & Environment Scrutiny (2.00pm) - Wednesday 4 November

Workstream	Issues and challenges experienced	Current position: Has recovery activity closed down (been mainstreamed / returned to BAU), or is continuing? Please give detail.
Residents at risk		
	<p>Shielded Residents and the Food Response (communities)</p>	<ul style="list-style-type: none"> Preparation for any re-instatement of shielding underway. Move to Tier 3 likely to allow those that were previously shielding to pre register for support and access priority super market slots
	<ul style="list-style-type: none"> Numbers are slightly higher than previously c200 people receiving support but are still fluctuating. Small increase in numbers that are self-isolating, working to ensure that there is alignment with self-isolation grant work. Support remains focussed on brokering a community-based food offer Implications of Tier 3 to the food response are being worked through with other internal colleagues ensuring alignment to helpline and wider communications which will be sent to CEV next week from the DoH Meeting with the contact centre to clarify nature of support esp. now moving into Tier 3 support 22/10, focus will remain on creating a sense 	

		<p>of choice and independence where possible.</p> <ul style="list-style-type: none"> • Scenario planning for New Smithfield Market commissioning and potential of shielding being carried out • Further move within New Smithfield expected w/c8 November • New food team is in the process of being identified. Handover will take place over the next month, not all roles have been filled and start dates are staggered so this will pose an added pressure in the short term.
<p>Domestic Violence & Abuse (communities)</p>	<p>DA providers being able to continue to meet demand and adapt to new restrictions as quickly as possible to ensure safety for their staff and also their service users</p>	<ul style="list-style-type: none"> • Providers have made progress towards ensuring their workplaces are Covid-secure and are places in which they can deliver a limited range of functions in a face to face manner as necessary, while still prioritising other means such as phone, video or other online resources. • Providers, our own in house services, and our DVA team are alive to the potential for Tier 3 measures to have an impact on behaviours and levels of

			<p>demand as we move into winter. There is the adaptability, based on previous experience during the first lockdown, to be able to revert to modes of delivery utilised at that time, if it becomes necessary.</p>
	Welfare Provision (communities)	<ul style="list-style-type: none"> • Uptake of Local Welfare assistance for unpaid carers lower than expected. • Crisis support to residents impacted by Covid-19 • Test and Trace Support Payments 	<ul style="list-style-type: none"> • A total of £39,041 has been paid to 292 carers to date out of an identified 'carers' budget of £100k. This indicates progress continues to be made in providing assistance to carers requiring support. • Between 16/3 and 18/10/20 509 applications citing Covid-19 as the reason for requesting assistance have been paid to a value of £34,327 out of an identified 'Covid-19' budget of £100k. A proportion of other cases supported by Welfare Provision awards will also relate to Covid-19 but the reporting system does not offer a process of identifying these. • The government Test and Trace Support Payments scheme incorporating a core and a discretionary element paying £500 to

			<p>eligible applicants launched on 12 October effective from 28 September. An AGMA wide approach has been agreed.</p> <ul style="list-style-type: none">• At 20/10/20 the team have received:<ul style="list-style-type: none">○ 848 applications○ Approved and paid 149 ‘core scheme’ cases to a total value of £74,500○ Approved and paid 27 discretionary cases to a total value of £13,500○ Declined 267 cases• Key eligibility indicators for the ‘core scheme’ are that the resident must:• have been asked to self-isolate by NHS Test and Trace on or after 28 September 2020• be employed or self-employed• be unable to work from home and will lose income as a result of having to stay at home and self-isolate• be receiving a ‘passport’ benefit (including UC / WTC and others)• The discretionary scheme offers support to residents not receiving one of the ‘passport’ benefits but who are on a low income and where self-
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			isolation will cause exceptional financial hardship.
	Homelessness (neighbourhoods)	<p>Increase in presentations to pre-Covid levels has continued, presenting additional pressures as access to move-on and temporary accommodation remains limited. Re-start of s21 evictions not being seen as a major factor yet, but this process has only recently re-started and pent-up demand will be seen in the system again soon. Increases in domestic abuse presentations has been sustained.</p> <p>Currently in the process of identifying arrangements for winter provision for people who sleep rough. Numbers have shown a slow but consistent trend of increase. Commitment to not use night shelters wherever possible, but concern as to the availability of self-contained accommodation, its cost and the availability of adequate staffing and support services, including a food offer.</p>	<p>Working with partners to maximise access to move-on accommodation, including targeted interventions in the private rented sector. This will remain a significant challenge, particularly in light of continuing Covid-19 restrictions.</p> <p>Regular meetings with partners are considering the options for the city for winter. There is a strong view that shelters should not be used though an absolute commitment to this cannot be made, it is a shared aspiration. The scale of provision required and the additional cost will be continuing challenges, as will the availability of adequate staffing should a prolonged period of provision be required.</p>
Resilient communities			
	Resilient Communities	<ul style="list-style-type: none"> • Call volumes to the helpline have seen a small increase this week. In part this is due to residents requesting test and trace support payments. Work continues 	<ul style="list-style-type: none"> • Work continues to understand the capacity within mutual aid groups and the VCS to respond to a second wave.

		<p>with comms and the national test and trace centre to ensure people get to the right place first time. All calls are directed through to the right team.</p>	
	<p>Libraries, Galleries and Culture (communities)</p>	<p>Extended opening hours have been postponed as a result of the move to Tier 3. Awaiting clarity and government guidance.</p> <p>Continuing to monitor staffing levels and team bubbles.</p> <p>Impact of Tier 3 local lockdown measures</p> <p>It is expected that additional local restrictions are likely to lead to:</p> <ul style="list-style-type: none"> • Uncertainty for venues with reopening plans – especially for those planning to promote performances in the coming days. • Cinemas, Theatres (adhering to stage 4 protocols), Museums and galleries can technically continue to stay open. although if visitor numbers drop significantly because there is a limited 	<p>20 libraries are now open. 2 closed.</p> <p>20% of footfall is accessing digital ie PCs and Internet.</p> <p>Device donation scheme is being progressed. Donations of 400 chromebooks with 6 months of Internet access will begin in mid-October.</p> <p>Re-opening of cultural venues & libraries</p> <p>Update on cultural building reopening dates:</p> <p>Halle St Peter's (wedding venue and restaurant only) - opened in July</p> <p>Night & Day (catering only) - opened 4 July</p> <p>National Football Museum - opened on 23rd July</p> <p>Manchester Craft & Design Centre - open on</p>

		<p>hospitality sector open in the city centre, or because residents are advised not to undertake non essential travel - it may not be worthwhile remaining open.</p> <ul style="list-style-type: none"> • Those venues that are only or mainly open to provide a hospitality offer such as Halle St Peter or have a significant hospitality offer such as Anthony Burgess Foundation and HOME will be very seriously affected. Elizabeth Gaskell's has been doing well with small weddings but if these are made more difficult that result in a further cut in their income • The impact of 'only essential travel' advice will have a negative impact of attendance at venues. <p>Local Restrictions Support Grant</p> <p>Pending further details and guidance for the authority, it is unlikely that any cultural organisations will benefit from these support grants.</p> <p>Local Restrictions Support Grants are only available for businesses that are instructed to</p>	<p>Fridays and Saturdays in August.</p> <p><u>Elizabeth Gaskell's House</u> - opened on 12th August</p> <p>Science & Industry Museum- opened on 14th August</p> <p>Manchester Central Library (in addition to the City Library open 4th July) - opened on 20th August - visitor numbers Thurs 20th 0547, Sat 22nd - 478, Mon 24th - 438</p> <p>Manchester Art Gallery - partial reopening on 20th August with reduced hours/days</p> <p>People's History Museum - opened on 1st September</p> <p><u>The Portico Library</u> - opened on 1st September</p> <p>Centre of Contemporary Chinese Art - opened on 2nd September</p> <p>HOME - opened on 4th September (cinemas, bars and restaurant) & small scale stage productions in main space from 13 October</p> <p><u>The International Anthony Burgess Foundation</u> - opened on 8th September</p> <p>The Whitworth - opened on 14th September</p> <p>Manchester Museum - opened on 14th</p>
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		<p>close because of the measures not if they can be open but can't make it viable with covid-safe requirements to be open.</p> <p>So if the government makes it still permissible to hold performances but venues can't operate viably without a bar and hospitality offer, they will be excluded from the grant.</p> <p>Manchester Business Sounding Board Indicators</p> <p>Collection and reporting process now established to be reported into the weekly Manchester Business Sounding Board for the suite of key indicators for the city centre.</p> <p>Latest weekly visitor numbers (w/e 18 Oct)</p> <ul style="list-style-type: none"> • Central Library: 3243 • Manchester Art Gallery: 874 • HOME: 10386 <p>DCMS announced £1.57 billion investment 'Culture Recovery Funding (CRF)' (5/7)</p> <p>Culture Recovery Fund Grants - £500m for</p>	<p>September</p> <p>Contact Theatre - opened for participatory activities on 14 September & covid-safe tours of the newly redeveloped building.</p> <p>Castlefield Gallery - opened on 16th September</p> <p>Z Arts re-opened for participatory activities on 28 September</p> <p>Greater Manchester Museum of Transport (date unknown)</p> <p>North West Theatre Arts Company (date unknown)</p> <p>Hope Mill Theatre - due to open 30 October for live performances</p> <p>Victoria Baths – due to open with Winter Fair 14 November</p> <p>Cultural Venues that are still closed</p> <p>City Centre Venues & attractions</p> <p>Bridgewater Hall</p> <p>Stoller Hall</p>
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		<p>England</p> <p>Being delivered by ACE for Cultural organisations (inc profit/ not for profit & charities)</p> <p>Awards under £1m - Round 1 and Round 2 decision have been made awarding £333 million of the up to £500m fund.</p> <p>See table attached for an overview showing where cultural organisations in Manchester have received ACE Emergency Funding and ACE delivered CRF grants.</p> <p>Awards over £1m and repayable finance - Announcements are pending</p> <p>Capital Kickstart Fund.</p> <p>£120m to support existing arts & heritage capital projects that have experienced delays to build programmes. £55m to be distributed via ACE.</p> <p>Decision on applications now due end November</p>	<p>Palace Theatre</p> <p>Opera House</p> <p>Manchester Arena</p> <p>Contact Theatre performances (venue open for participatory activities)</p> <p>Cathedral Visitor Centre</p> <p>Dance House</p> <p>Greater Manchester Police Museum</p> <p>Holden Gallery (MMU)</p> <p>John Rylands Library (UoM)</p> <p>Manchester Poetry Library (New - due to open x)</p> <p>Band on the Wall (closed for refurbishment)</p> <p>Portico Library</p> <p>Royal Exchange Theatre</p> <p>RNCM (performance venue spaces are closed to the public)</p> <p>Neighbourhood based venues & Community led arts spaces</p> <p>Z Arts performances (venue open for participatory activities)</p>
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			<p>Gorton Monastery</p> <p>Manchester Jewish Museum (closed for refurbishment)</p> <p>Pankhurst Centre (heritage visitor attraction)</p> <p>The Edge (cafe only open)</p> <p>Northenden Players</p> <p>Niamos</p> <p>Partisan Collective</p> <p>Victoria Baths</p>
	<p>Parks, Leisure & Events (communities)</p>	<p>1. The no. of reported breaches of guidance/ measures relating to social distancing in community sports settings (non Council buildings) has reduced.</p> <p>2. Cancellations for planned events in the Autumn and Winter.</p>	<p>1. Regular comms activity remains in place to reinforce the current guidance and targeted ongoing conversations with leagues and clubs where issues are arising.</p> <p>2. A Briefing Paper with recommendations for further event cancellations or curtailment over the next period was agreed and this has now been communicated to stakeholders and the public. Decisions have also been taken voluntarily by some stadium operators to not permit spectators for recreational sport. A decision on the Lightopia will be taken this week.</p>

	<p>3. Confusion with leisure centre's remaining open under Tier 3 and some disruption to customers as a result of demand for online bookings.</p> <p>4. Low uptake on the return to swimming lessons.</p>	<p>3. Increased comms went out on October 21 to reinforce the message that leisure centres remain open. Online issues now resolved and a Call Centre is now in place handling 600 calls per week.</p> <p>4. The further messages scheduled to go out last week to reinforce the COVID Safe and Secure measures in place within leisure centres took place and numbers are slowly beginning to rise. Gym memberships have plateaued and current membership levels are at 70-75% of the previous year to date return for October.</p>
Youth (communities)	<ol style="list-style-type: none"> 1. All youth workers operating inside youth provision are now required to wear face coverings which is creating a barrier 2. Bubble size guidance for over 18's has reduced, which has caused issues for those operating a blended provision 3. Increased numbers of young people congregating outside of youth provision 4. All provision will continue in tier 3 – 	<ol style="list-style-type: none"> 1. Regular comms activity remains in place to reinforce the current guidance. 2. Youth strategy & Young Manchester held a covid briefing 20/10/2020 for the wider youth and play sector 3. Updated NYA guidance expected this week. 4. We are working with the regional unit and nya to remove the requirement for young people to wear face coverings

		<p>rating remains at Amber level.</p> <p>5. Provision for October half term planned with comms strategy in place.</p>	<p>in youth provision.</p> <p>5. Detached guidance updated.</p> <p>6. Regular communications with sector in place, with plans set in case of increased restrictions.</p>
VCSE (Communities)		<p>Ongoing communication and engagement with the VCSE sector, particularly around Covid response and recovery plans.</p> <p>Impact of Covid 19 on the VCSE sector (and those that they serve)</p> <p>VCSE future funding (both MCC and external) - Good range of emergency covid reponse funds made available but concerns around longer term</p>	<p>No further MCC (Residents & Communities) and VCSE update sessions scheduled at present - being picked up via BAU forums and networks.</p> <p>Macc (VCSE Infrastructure) has produced the first in a series of 'No going back' reports brining together leaders of Manchester based charities to share their experiences of Covid 19 and their thoughts for the future - see link to report below https://manchestercommunitycentral.org/news/%E2%80%9Cinvest-crucial-sector-or-risk-losing-it%E2%80%9D-say-manchester%E2%80%99s-voluntary-sector-leaders. Will be picked up via BAU alongside work of OM Funds, Culture and Young Manchester etc Manchester VCSE funding partnership group set up and currently being supported by the OM Funds Team</p>

	<p>funding of the sector e.g MCC OMVCS grant</p> <p>Covid Health Equity - communication and engagement with communities of identity</p>	<p>VCSE Covid Recovery Fund being developed by MCC, MHCC, Young and Manchester and Macc due to launch in Autumn sequenced with the Councils funding decisions for the OMVCS grant fund. This is being managed via BAU - OM Funds governance.</p> <p>A Covid Health Equity Group (CHEG) has been established with partners (including the VCSE sector) across the city to improve experiences of and outcomes for communities that suffer disproportionate adverse impacts from COVID-19. This involves reducing the risk of transmission, severe disease and death among groups of people who have been identified as most risk including. An engagement grant is being developed with VCSE partners. This will continue via the new Covid Health Equity workstreams (new normal)</p>
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3. Item for Information: Highways Social Value Report November 2020

Report produced by Jade Tonge Strategic Programme Manager Highways Service, Neighbourhoods Directorate

**Please note that the Highways Service are still waiting for some data from suppliers. Where this is the case, TBC will be identified in the given cell. Highways will provide an updated version once all information has been received.*

<p>A6 Stockport Road Start date: 01/11/2019 End date: 20/09/2020 Contract Value: £528,407.91 Contractor: Colas</p>				
Social Value Commitment	Social Value Target	Social Value Delivered	Ward	Comments:
Employment opportunities	4 jobs	4 jobs	Salford Withington Manchester GM	QS, foreman, contracts manager, engineer all employed by Colas
Supporting young people into work	8 hours	0	TBC	Due to Covid-19, this commitment was not achieved. Look towards delivering on Chorlton 1B scheme
Work placement	4 people	0	TBC	Delayed due to Covid-19. Carrying over to Chorlton 1B project to undertake virtual work experience for Manchester
Careers fair	1 event	0	TBC	To coincide with work experience placement and provide careers advice online
Local labour and local supply chain	80%	88%	GM Trafford Park, Salford	PP O'Connor, Kenny Waste, Plano, Gelvack
Additional Social Value				

Spend with VCSE's (Voluntary Community & Social Enterprises)	£5,000	Hulme	Additional spend with local MWC to support the role of public liaison officer
Volunteering hours	150	City wide Food parcels were packed at their distribution centre at Bowlers Trafford Park.	Food deliveries during Covid-19 for Bread and Butter Thing charity.
Donation of plant/materials	3 tonnes of wood chippings	Ancoats	3 trees chopped down on the project and re-used to support a community project with wood chippings.
Apprenticeships	2	TBC	Awaiting information from suppliers.

A6 Project Case Study:

During the Covid-19 pandemic and the initial lockdown period, several suppliers supported the initial food crisis response. Colas stepped forward and provided 2 drivers and a van and 600 hours worth of food deliveries across the City. Working with the Bread and Butter Thing charity, Colas collected food parcels from the distribution centre at Bowlers Trafford Pack and then distributed to those in need.

MSIRR Junctions A-D (Manchester Salford Inner Relief Route)

Start date: 01/07/2019

End date: 01/11/2019

Contract Value: £1,632,000.00

Contractor: Dawnus/Sisk

Social Value Commitment	Social Value Target	Social Value Delivered	Ward	Comments:
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Employment Opportunities	2 jobs	2 jobs	GM Fallowfield	Part-time cleaner employed from hard to reach agency 'Women Matta' Graduate engineer
Apprenticeship	1	1	Blackpool	1 Environmental apprentice
School/College Engagement	2 events	24 Hours 4 x people at 2 events	Levenshulme Salford	STEM Careers Day, Levenshulme High School
<u>Additional Social Value</u>				
Fundraising for Homeless Charity Shelter		£10880.83	Spinningfields	Providing essential funds to homeless charity
Christmas Toy Donation		£3,000	Spinningfields	Donated to underprivileged children through Woodstreet Mission charity.
Handmade bird box donations		6 bug boxes equating £600	Salford	Donated to Primrose Hill Primary School to support children's learning with ecology
In kind contributions to local causes/charities/ community		£1,586.33	GM wide	Assortment of gifts/prizes donated by the supply chain

MSIRR Project Case Study:

Dawnus supported Medlock Primary School in Ardwick with a community project. In memory of the late Headteacher that passed away, Medlock Primary School decided to revamp an old stage coach bus and transform it into a reading bus for children and their families. Dawnus supported with building the foundations within the school playground. When Dawnus went into administration, Sisk stepped in to ensure that the project was completed.



MSIRR Junctions E&F (Manchester Salford Inner Relief Route)

Start date: 28/03/2019
End date: 31/05/2019
Contract Value: £3,000,000.00
Contractor: Sisk

Social Value Commitment	Social Value Target	Social Value Delivered	Ward	Comments:
Apprenticeships	1 apprentice	2 apprentices	Bolton Cheshire	Apprentice QS & Apprentice Engineer

Employment opportunities	2 jobs	2 jobs 1 for key priority group	Manchester	Cleaner employed from Back on Track charity (supporting people back into employment after suffering from disadvantages)
Graduate employment	1 job	1 job	Salford	Graduate Engineer
School engagement	2 sessions	4 sessions equating to 16 hours	Cheetham Hill Blackley	Ellesmere Park High – Salford Greystone Action Sports Salford Cheetwood Community Primary School Charlestown Primary School
Local spend with SMEs and supply chain	65% within a 30mile radius from site	90% spend achieved	Debdale Salford	Tarmac – 10 miles Excalon Traffic Management – on site Aggregate Industries– 2 miles
Volunteering with VCSE's	20 hours	24 hours	Levenshulme	Crowcroft Park Bowling Hut – 3 members of staff from Sisk supported the Bowling Hut to clean out and paint so the hut could be used as a small venue to hold community events
In kind contributions to local causes/charities/community	N/A	£1,186.00	Hulme Shadowmoss Salford	Donation of toiletries to Woman Matta - £500 Donation of clothes, toiletries and crafts to Styal Woman's prison £486 Food donations to Salford Food Bank £200
Local labour	Less than 30 miles from site	Achieved	GM wide For those working from Manchester, 5 employees from	27 staff (34% of workforce less than 10 miles from site) 18 staff (23% of workforce less than 20 miles from site) 14 staff (18% of workforce less than 30 miles from site)

			Didsbury Chorlton	
			Fallowfield Gorton Denton	

Arena Security

Start date: 28/05/2020

End date: 04/09/2020

Contract Value: £86,700.00

Contractor: ATG Access

Social Value Commitment	Social Value Target	Social Value Delivered	Ward/District	Comments:
Local employees working on the contract at GM level	30%	30%	Trafford, Bolton, Leigh, Wigan	Specialist suppliers needed for the manufacturing of gates. Had to source within GM.
In kind contributions to local causes/charities/ community	£3,750.00	£3,240.24	N/A	We love Manchester and Read Manchester

Auto Bollards**Start date: 08/07/2020****End date: 21/12/2020****Contract Value: £1,689,660.75****Contractor: ATG Access**

Social Value Commitment	Social Value Target	Social Value Delivered	Ward	Comments:
School/College engagement	6 sessions	0	TBC	Due to Covid-19 and school closures this has not been able to progress. Engagement with Manchester College underway.
Mentoring opportunities for 2 exmilitary people	2 mentors	0	N/A	Engagement held with Project RECCE (charity that supports ex-military find work opportunities).
In kind contributions to local causes/charities/ community	£3,750.00	£3,890.24	N/A	We love Manchester Charity & Read Manchester
Volunteering hours	20 hours	16 hours	Withington	To upgrade the outdoor space in a family contact centre to allow families to meet in a sheltered outdoor area and continue to socially distance. Idea being bench seating and outdoor lighting etc. Materials and labour offered. Further 7 hours of volunteering still to be delivered.

Please note the social value commitments to date have only been for the installation of the automatic bollards. This part of the project is due to finish in Jan 2021. Further social value commitments will be agreed for the 5 year maintenance part of this contract.

Auto Bollards Project Case Study:

A number of employees from ATG Access took part in the Yorkshire 3 Peaks Challenge on the 8th September 2020 to raise money for We Love Manchester and Read Manchester charities

A target of £7,500.00 has been set. Currently ATG have raised £5,980.48. The money raised will be split between both We Love Manchester and Read Manchester charities.



Princess Parkway Mancunian Way (NPIF)
Start date: 27/09/2019

End date: 04/12/2020
Contract Value: £5,798,799.00
Contractor: Colas

Social Value Commitment	Social Value Target	Social Value Delivered	Ward	Comments:
Employment opportunities within GM	24 jobs	33 jobs	3 Manchester Central	Rest GM as part of employment with subcontractors

Employment opportunities for key priority groups	N/A	7 jobs homeless	Hulme Ancoats and Beswick Old Trafford Various Wards of Manchester (Woodhouse Park/Sharston/Northenden) Salford Tameside	Mancunian Way Charity
Employment opportunities	N/A	9 jobs for long term unemployed	Trafford Longsight Old Trafford Longsight Hulme Moston Whalley Range	Mancunian Way Charity
1 apprentice	72 weeks	57 weeks	TBC – awaiting information from Supplier	Apprentice Engineer – PP O'Connor
Work placement(s) or pre-employment course	8 weeks	80 weeks	Homeless Hulme Gorton and Abbey Hey x2 Salford Various Wards of Manchester (Woodhouse Park/Sharston/Northenden) Various Wards of Manchester (Baguley and Brooklands) Longsight	Pre-employment course 2 weeks per person from Mancunian Way Charity – 40 people targeted. Help to study for CSCS & Health & Safety course.

			<p>Stockport x4 NEETs Moston x5 Hulme x3 Various Wards of Manchester (Rusholme/Fallowfield) x3 Withington x2 Ardwick x2 Whalley Range Stockport Tameside x2 Various Wards of Manchester (Woodhouse Park/Sharston/Northenden)x3 Various Wards of Manchester (Higher Blackley/ Harpurhey/ Charlestown) Chorlton Trafford Cheetham Clayton and Openshaw x2</p>	
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School engagement support	34 hours support	84.5 hours	Hulme	St.Philip's Primary School Road Safety Day – Drama workshop with 3 members of staff (27 hours) After school clubs - Sessions on STEM, confidence building and team work (34.5 hours) 8 hours filming for careers video Time capsule (2/3 hours)
				Christmas fun day (12 hours)
In kind donations and contribution to local community causes	£10,000	£9,500	Hulme	Community outreach centres 15 suits donation for One MCR Demolition of asbestos building at St.Philip's School
Volunteering hours	16	50	Hulme	Attendance at residence events (6 hours) Community outreach work (24 hours)

				Stay safe team (20 hours)
<u>Additional social value provided</u>				
Training opportunities provided by subcontractors	93 weeks	2 Trafford 1 Manchester		3 trainee groundworkers for sub-contractors
Supporting young people into work	85 hours no of staff x no attendees	Hulme		Outreach work with local community, signposting for services and education
Spend with VCSE's (Voluntary Community & Social Enterprises)	£21,000	£21,000		Spend with Mancunian Way Charity – Buying a service for Public Liaison Officer role and delivery of social value commitments
Total spend with local supply chain	87%	TBC – awaiting information		TBC - awaiting information
Mental health & well-being support	£90.35 towards mental health event	Virtual campaign		Tea/Coffee & biscuits provided to encourage time to talk. 5 members of staff took part from the NPIF project.
Diverted waste from landfill	98%	N/A		Kenny Waste supplier – minimum 98% diversion policy

Princess Parkway Mancunian Way Project Case Study:

After the initial lockdown period, schools were busy trying to put social distancing measures in place upon the children's return. A number of Highways suppliers offered barriers to local schools in order to help them cordon off certain areas to keep pupils safe in their bubbles. Colas donated barriers to St.Philips school in Hulme and arranged the set up as per the schools request. These barriers have been a great help in providing effective social distancing measures.



Chorlton 1B

Start date: 16/07/2020

End date: 26/02/2021

Contract Value: £791,996.00

Contractor: Colas

Social Value Commitment	Social Value Target	Social Value Delivered	Ward	Comments:
Work placement(s) or pre-employment	8 weeks	0	TBC	Still time to achieve target

course				
School engagement activities	10.5 hours	9	Hulme Chorlton	Filming for careers video
Carbon savings	<130tCO ₂ per£1m	TBC	Chorlton	Environmental report to be shared at the end of the project Using smartwaste to capture carbon data
In kind donations and contribution to local community causes	40 hours volunteering equating to value of £1253.46	£358.28	Hulme Chorlton	Estate walkaround for cycling options £65.00 Purchase of Bee Friendly Wild Flowers £294.00
<u>Additional social value provided</u>				
Employment job opportunities		10	Tameside x2 Manchester Withington Trafford Salford Clayton and Openshaw x2	Mix of Colas employees and suppliers
Access to well-being programme for employees		10 employees registered	N/A	Provision of fruit and healthy eating advice for staff
Mental health and well-being support		£74.28 towards well-being event	Virtual event	Internal Colas Campaign 4 members of staff taking place
Waste management plan provided		Yes	N/A	To be shared at the end of the project

Support to VCSE's to deliver services to support vulnerable groups	£2960.00	City Wide Food parcels were packed at their distribution centre at Bowlers Trafford Park.	Volunteering and staff time to support food deliveries during Covid-19
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Gt. Ancoats Street

Start date: 13/01/2020

End date: 08/01/2021

Contract Value: £3,772,396.00 Contractor: Colas

Social Value Commitment	Social Value Target	Social Value Delivered	Ward	Comments:
Job opportunities	6 jobs	46 jobs	Whalley Range x2 Levenshulme Stockport Oldham x4 Didsbury Manchester Central Tameside x2 Clayton and Openshaw GM wide for supplier employment	Mix of Colas employees and sub-contractor employment
Apprenticeships	40 weeks	36 weeks	Manchester Central	Apprentice Engineer

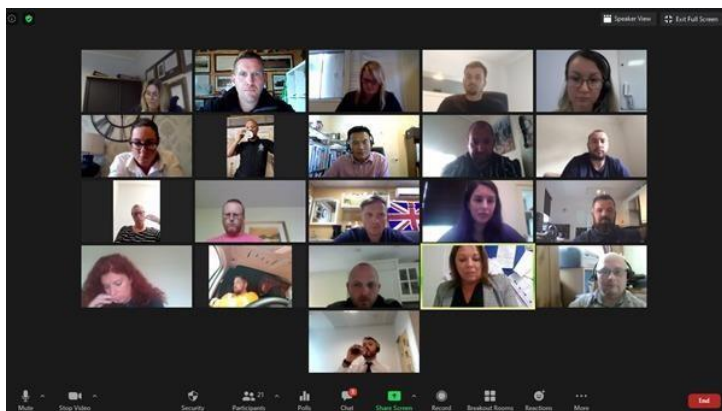
Work placement(s) or pre-employment course	8 weeks	20 weeks	Various Wards of Manchester (Brooklands and Baguley) Various Wards of Manchester (Woodhouse Park/Northenden/Sharston) Trafford x2 Oldham Bury Chorlton x2 Hulme Manchester Central	CSCS & H&S – 10 people
Graduate placement/ Internships Paid	12 weeks	26 weeks	Manchester Central	6 months BAME Colas employee – Graduate Engineer
Support into employment (over 24s)	8 hours	41 hours (no of hrs x no of attendees)	Hulme/Manchester	Mancunian Way Charity – CV writing and mock interviews
				Project RECCE – 16 hours to support exmilitary personnel
School engagement sessions	4 hours	27 hours	Ancoats	20 hours – New Islington School – teamwork and forest school Spark careers filming
Volunteering hours	92 hours	56 hours	Ancoats	Community outreach and signposting for drug users Resident engagement

Environmental planting	24 hours	6 hours	Ancoats	Litter picking outside comedy club
Carbon saving	<130tCO ₂ per £1m	31.9t - current carbon use per £1m	Ancoats	Do not count embodied carbon as was not stated within the specification Scope 1 – energy and water consumption Scope 2 - Fuel for vehicle and plant Scope 3 – Emissions of businesses and commuting
Plastic recycling rate on project	98%	100%	N/A	Via waste management company and waste transfer notes. Waste audit undertaken Oct 2020. Kenny Waste used as a supplier
<u>Additional social value provided</u>				
Support young people into work (under 25s)		25 hours	Hulme	Workshops by Mancunian Way Charity – employment support separate to CSCS
Access to well-being programme for employees		6 employees registered	N/A	N/A
Support to VCSE's to deliver services to support vulnerable groups		£2,960 (time & cost of labour)	City Wide Food parcels were packed at their distribution centre at Bowlers Trafford Park.	Volunteering and staff time to support food deliveries during Covid-19
Waste Management Plan provided		Yes	N/A	
Diverted waste		1.2t	N/A	
Euro 6 compliant vehicles		90%	N/A	

Gt. Ancoats Street Project Case Study:

Colas' social value lead for the North West and one other employee took part in an online virtual mentoring session with a number of ex-military candidates who were looking to get back into work. The session was organised and arranged by Project RECCE (a

charity that actively supports veterans back into work after leaving the military). The mentoring session covered CV writing, interview techniques and practice questions in order to support candidates with their confidence.



A57 Hyde Road Widening
Start date: 21/01/2020
End date: 29/01/2021
Contract Value: £2,220,038.00
Contractor: Eric Wright

Social Value Commitment	Social Value Target	Social Value Delivered	Ward	Comments:
Employment support or job opportunity	1 job opportunity	1 job opportunity for someone who was NEET	Gorton	Eric Wright worked with Mancunian Way Charity to employ a local resident from Gorton.
School engagement activities	18 hours	0	TBC	Delay due to Covid-19. Virtual opportunities currently being looked at as alternative. Eric Wright working with MCC work and skills team.
1 apprentice/graduate	52 weeks	40 weeks	Wigan	Graduate employed for the Hyde Road Project

In kind donations and contribution to local community causes	£300	£13,300	City wide Gorton	£10k donation to transition read project as part of Read Manchester. Book donations across the City.
				£3,300 – Gorton Heritage Trail (Butterfly Gardens) for a volunteer group to plant shrubs and plants.
Diverted waste from landfill	99% 99% per £100k of project value	TBC	N/A	Environment report to be provided at the end of the project
Euro 6 compliant vehicles	2	2	N/A	
Registered with Considerate Constructors	Score of 4 or more in each area	Achieved	N/A	Copy of certificate provided

Hyde Road Project Case Study:



Eric Wright donated £10,000 towards Read Manchester to support their transition read project. The objective of the transition read project was to ensure that every Year 6 pupil across Manchester received a reading book over the summer holidays. This same book would then be discussed in their Secondary School when they moved into Year 7 helping to support a smooth transition and provide some form of continuity.

Formal press release of this story can be found [here](#).

Chorlton 1A
Start date: 28/10/2019
End date: 25/06/2020
Contract Value: £524,72.00
Contractor: Colas

Social Value Commitment	Social Value Target	Social Value Delivered	Ward	Comments:
Employment event	1 event	3 events	Chorlton	Mock interviews and CV writing
Employment opportunities	4	4	Withington PM Salford cleaner Levenshulme cleaner Tameside labourer	2 cleaners (1 homeless, 1 NEET) Labourer (1 NEET) Project Manager
Pre – employment support	8 hours	40 hours	Rochdale x2 Cheetham Bury Clayton and Openshaw	CSCS cards, mock tests and pre-employment package 5 people x 5 hours each
Volunteering hours for environmental considerations	14 hours	12 hours	Manchester	Community outreach was provided instead of planting due to Covid-19. Planting to be held on Chorlton 1B.

Highways Surfacing Programme - Expired Framework
Start date: 01/03/2016
End date: 01/09/2020
Contract Value: £25,000,000.00 (Framework value, no guarantee to hit this threshold)
Contractor: Multiple (Dowhigh, Bethell, Hopkins)

Year	Social Value Commitment	Social Value Target	Social Value Delivered	Ward	Contractor:
2018/2019	Apprentice	1	1	Baguley	Bethell
2018/2019	Employment opportunities	2 jobs for local people	7 jobs for local people	Wythenshawe	Bethell
2018/2019	Support young people into work (under 24s)	4 hours	4 hours	Wythenshawe	Bethell
2018/2019	Support to VCSE's	4 hours	4 hours	Failsworth	Bethell
2018/2019	In kind donations and contribution to local community causes	4 x skips £1000	TBC £1000 to Mustard Tree Charity	TBC Ancoats	Bethell
2018/2019	School engagement sessions	1	1 in conjunction with Manchester Airport	Wythenshawe	Bethell
2019/2020	School engagement sessions	2 events	2 events Mount Carmel RC School GM event at AJ Bell Stadium	Blackley And GM event	Bethell
2019/2020	Work placement(s) or preemployment course	1 placement	1 placement organised with Manchester College	TBC	Bethell

2019/2020	In kind contributions to local causes/charities/ community	£800	£300 worth of donations 'Reach out to the Community' £500 to the Christies	Chorlton to Withington	Bethell
2018/2019	In kind contributions to local causes/charities/ community	TBC	Cornerstone Charity – fixed leaking roofs of 6 safe haven pods	N/A	Hopkins
2018/2019	Recycled waste on contract	100%	100% using own recycled yard	N/A	Hopkins
2019/2020	In kind contributions to local causes/charities/ community	N/A	Donation of road closed signs to support residents events	Chorlton	Hopkins
2019/2020	Volunteering hours to support local community projects	5 hours	14 hours to support yellow brick road project	Openshaw, Fallowfield, Gorton	Hopkins
New framework recently gone live with new suppliers					

Highways Surfacing Project Case Study:

A number of suppliers, MCC Highways employees and neighbourhood officers all came together to plan and organise a community project known as the Yellow Brick Road. Held on the 22nd March 2019, a number of initiatives were carried out to improve anti-social behaviour on the cycle path that runs from Openshaw right through Central Manchester, Gorton and through to Fallowfield; South Manchester.

Hopkins took an active part in contributing towards this community project ensuring the safe removal of boulders across the cycle path followed by resurfacing the area to ensure a smooth transition for cyclists heading into the tunnel. Hopkins also helped with litter picking, fly tipping and cutting back vegetation in order to improve the visual appearance of the area.



Highways Surface Treatment to Carriageways - Expired Framework
Start date: 01/03/2016
End date: 01/09/2020
Contract Value: £6,000,000.00 (Framework value, no guarantee to hit this threshold) Contractor: Multiple (JPCS, Kiely Bros)

Year	Social Value Commitment	Social Value Target	Social Value Delivered	Ward	Contractor:
2018/2019	School engagement sessions	1 event	1 event	GM wide event organised by Bridge GM	JPCS
2018/2019	Training event for MCC staff	1 MCC staff member	3 MCC staff members	N/A	Kiely Bros
2018/2019	Employment opportunity for key priority group	1 job	1 job provided for someone with a	Newton Heath	Kiely Bros

			disability		
2018/2019	In kind contributions to local causes/charities/community	£5,000	£20,000 Road Safety programme donations, World Book Day donation, 2 bikes bought & donated, air quality monitors	N/A	Kiely Bros
2018/2019	Recycled waste on contract	95%-100%	100%	N/A	Kiely Bros
2019/2020	In kind contributions to local causes/charities/community	£5,000	Increased £25,000 Community donation – men in sheds LAC award donation	Chorlton	Kiely Bros
2019/2020	Employment opportunity	1 job	1 job provided for someone with a disability	Harpurhey	Kiely Bros
New framework recently gone live with new suppliers					

Highways Surface Treatment Project Case Study:

As part of the surface treatment to carriageways contract, Kiely Bros wanted to give something back to residents of Manchester. Kiely Bros wanted to break down barriers and support a resident who had a disability into employment. Through engagement with MCC Work and Skills team, Kiely Bros interviewed Nicola and offered her a position as an admin assistant. Kiely Bros supported Nicola by altering the job description, encouraging travel outside of peak hours and flexible working arrangements to support her needs. You can find Nicola's story [here](#).

Highways Small Patching

Start date: 01/06/2018

End date: 31/03/2020

Contract Value: £3,000,000.00

Contractor: Multiple (Clearway, UDP, Argyles, Multevo, Nu-Phalt)

Year	Social Value Commitment	Social Value Target	Social Value Delivered	Ward	Contractor:
2018/2019	Apprenticeship	2 apprentices	6 apprentices	4 Salford 2 Manchester Central	UDP

2018/2019	Employment opportunities	4 jobs	6 jobs	6 Manchester	UDP
2018/2019	Community project	1 project	£5,000 to support Manchester Gymnastics Academy. Car park provided with lining and repaired drainage issue	Salford	UDP
2018/2019	Volunteering hours	10 hours	15 hours supporting the Yellow Brick Road Community Project	Fallowfield	UDP

Additional Social Value

2018/2019	Employment opportunity for key priority groups		12 jobs for ex-offenders working with organisation called Labour Ready	5 from Salford 7 from Manchester	UDP
2018/2019	Trainee/graduate opportunities		2 positions – 1 trainee accountant 1 trainee QS	Attending Manchester Uni	UDP

2018/2019	Support to care leavers		Signed up to the care leavers covenant	N/A	UDP
2018/2019	Volunteering days		New organisation policy, all staff to be given 1 paid day of volunteering a year	N/A	UDP
2019/2020	Support to local community	1 community project	1 community project delivered to resurface and improve the walkway of Alston Road	Gorton	Nu-Phalt
2018/2019	School/college engagement	2 sessions	2 sessions 1 construction skills network session	Wythenshawe	Argyles
2018/2019	Local workplace	1 local site	Invested in a commercial unit for the contract	Failsworth	Argyles
2018/2019	Community projects	2 projects	6 projects	Swinton, Walkden, Salford	Argyles
2018/2019	Volunteering	10 hours	80 hours to create a retaining wall for Islamic Centre	Bury	Argyles
Additional Social Value					
2018/2019	Employment opportunities		2 jobs 1 kerb layer and 1 labourer	Salford & Swinton	Argyles
2019/2020	In kind contributions to local causes/charities/ community		Woodstreet Mission identified as annual charity for the year for their 150 th year anniversary. Donated books, fundraising, school uniform,	Spinningfields	Argyles

			table at annual charity ball		
2019/2020	Engagement with local charity		Meeting held with Back on Track organisation to identify social value opportunities	Collyhurst	Argyles
2018/2019	In kind contributions to local causes/charities/community	Donations to be provided	Donations given to Mustard Tree charity	Ancoats	Clearway
2018/2019	Work experience placement	1 placement	1 placement offered to a student at Bedford High School	GM – Leigh	Clearway
2018/2019	Support to local community project	Donations of materials/labour	Compost provided to St. James Primary School to support Early Years outdoor area.	Rusholme	Clearway
New Highways Maintenance Framework is now live. Currently being delivered by Balfour Beatty					

Small Patching Framework Case study:

UDP have always been a company that supports employment opportunities for those that need it the most and deserve a second chance in life. After serving nine years in prison and completing a training programme with UDP, Gavin from Ordsall was trusted and given a job to get back on his feet. Worried that his son may take the same route he did, UDP also took on his son, Jake as an apprentice. They now work together in the yard and have an impressive attitude towards their work. Jake also proudly won apprentice of the year at UDP in 2019.

Please see full MEN story [here](#).

Highways Drainage Improvements and Gully Cleansing Framework

Start date: 01/12/18

End date: 30/04/2022

Framework Value: £1,820,000.00

Contractor: Multiple (Rosgal, Balfour Beatty, Sapphire Utility Solution, Bethell)

Year	Social Value Commitment	Social Value Target	Social Value Delivered	Ward	Contractor:
2018/2019	School engagement sessions	3 events	3 events	Openshaw Manchester City Centre GM event	Balfour Beatty
2019/2020	Volunteering hours	5 hours	7 hours NEETs work, support to Alexander Park, Swan Kitchens & Back on Track	Whalley Range	Balfour Beatty
2020/2021	Volunteering hours to support homelessness	10 hours	TBC	TBC	Balfour Beatty
2020/2021	School engagement through Bridge GM	5 hours	TBC	TBC	Balfour Beatty
2019/2020	Apprenticeship	1 apprentice	1 apprentice	Baguley	Bethell
2019/2020	Employment opportunity	1 job	1 trainee quantity surveyor	TBC	Bethell
2019/2020	Volunteering hours	5 hours	TBC One Million Mentors	N/A	Bethell

2019/2020	School engagement sessions	3 events	3 events	Harpurhey Blackley	Bethell
2019/2020	Work placement(s) or preemployment course	1 placement	1 QS college placement	Openshaw	Bethell
2020/2021	Apprenticeships	6 from GM area	6 apprenticeships 1 x Trainee Quantity Surveyor 1 x Trainee Business Administrator 4x Apprentice Groundwork Operatives	TBC	Bethell
2018/2019	Local workforce and local spend	80%	70.50%	TBC	Rosgal
2018/2019	In kind contributions to local causes/charities/community	£10,000	£26,400 – Cornerstone Charity, Big Sleep Out and purchase of safehaven pod Manchester 10k fundraiser Charity event at Northenden Golf Club	Salford Northenden Manchester Central	Rosgal

2018/2019	Community projects	£50,000	£31,285 Surfacing and drainage at New Islington School Kerb and footway works for 95 year old resident to support accessibility issues	New Islington Wythenshawe	Rosgal
2018/2019	Materials and in kind contributions	£1,000	£1089.00 to Irish Residents Association	Chorlton	Rosgal
2018/2019	Waste diverted to landfill	93%	93.6%	N/A	Rosgal
2018/2019	Financial donation to local community causes	TBC	Supported local food bank 'The Trussell Trust Food Bank' Cornerstone Charity volunteering days to support the homeless	Burnage Salford	Rosgal
Additional Social Value					
2019/2020	In kind donations	N/A	Donation of barriers to support social distancing measures in schools and for local events	Levenshulme Cheetham Hill	Rosgal
2019/2020	Support to community projects (time, cost, labour & materials)	N/A	Circa £12k - Parsonage Pocket Park	Withington	Rosgal

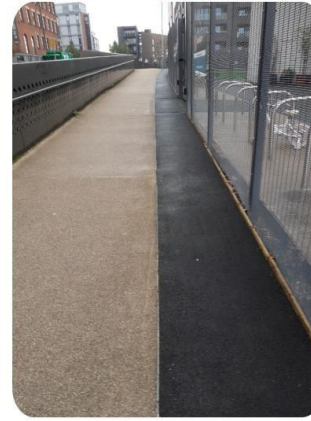
2019/2020	Volunteering hours	8 weeks daily equating to £13,000	Support to Bread and Butter Thing during Covid19 pandemic to deliver food parcels.	City Wide Withington	Rosgal
		Van, driver and wages of employee	Rosgal provided a vehicle and driver. Also transported the vulnerable to Christie Hospital to attend vital appointments and treatment)		

Drainage Improvement Framework Case Study:

Rosgal have provided social value to the local community in several ways.

A number of Rosgal’s employees took part in a fundraising sleep out with local charity Cornerstone, raising more than £4000, to which the company added a further £6,000 to adopt a homeless ‘pod’ for a year. They also undertook some resurfacing work at New Islington School, as part of their Social Value commitments to the Drainage Improvement Framework.

They also supported a 95 year old resident living in the Moss Nook area of the city. She helped to communicate concerns which she and her neighbours had about crossing Shadowmoss Road to reach local public transport. She did this daily with a trolley to support her disabled son, and as a result of her action, Rosgal used social value to lower the kerbs near to the bus stop opposite her driveway, and liaised with Highways to try to arrange some speed watch initiatives in the area.



Gully Cleansing Framework Case Study:

Sapphire Utility Solutions decided to support Read Manchester to promote the message of taking 10 minutes a day to read. This is proven to improve mental health and support well-being. Sapphire Utility Solution used their vehicles to brand the Read Manchester logo and material to spread this message far and wide as they were working across the wards of Manchester.



**Neighbourhoods and Environment Scrutiny Committee
Work Programme – November 2020**

Wednesday 4 November 2020, 2:00pm (Report deadline Friday 23 October 2020)				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Update on the 2021/22 budget position and options to close the budget gap	Precise details to be confirmed.	Cllr Akbar Cllr Stogia Cllr Rahman Cllr Richards	Fiona Worrall	
Active Travel	<p>To receive a report on the activities undertaken to promote active travel and connectivity across the city.</p> <p>This report to include information on:-</p> <ul style="list-style-type: none"> • Activities undertaken to promote active travel across the city, highlighting what is happening in each district; • Work with schools and neighbourhoods; • Physical infrastructure to support active travel and future plans; • How does active travel link into the climate change emergency to reduce carbon and improve clean air; • How is active travel being promoted in ward plans; • An update on funding from government for active 	Cllr Stogia Cllr Akbar	Shefali Kapoor Steve Robinson Amanda Corcoran	

	<p>travel and what other funding avenues are being accessed;</p> <ul style="list-style-type: none"> • Options for further pop up cycle lanes and other measures in the city; and • How are we measuring the objectives of Active travel. 			
Planning Conditions and Enforcement	<p>To receive a report which provides the Committee with information on the following areas of activity:</p> <ul style="list-style-type: none"> • Known active construction sites across the authority; • The city's start and end times for construction works to be undertaken and the rationale for those times; • How many neighbouring local authorities and other core cities have the same permitted construction times as Manchester; and • Information on the monitoring of construction sites and the approach taken to enforcement, including examples of types of breaches identified and how these were addressed. 	Cllr Stogia	Julie Roscoe	
Overview Report	<p>This is a monthly report, which includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.</p>		Lee Walker	

Wednesday 2 December 2020, 2 pm (Report deadline Friday 20 November 2020)				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Annual Compliance and Enforcement Service Performance Report	<p>To provide members with an update on demand for and performance of the Compliance and Enforcement service during the previous 12 months.</p> <p>Included in this report will be information on:</p> <ul style="list-style-type: none"> • A breakdown by ward of the number of flytipping cases by month with comparisons against previous year's figures; • Information on where the additional investment to tackle flytipping had been spent; and • Data by ward on the number and nature of calls to the Out of Hours service during the COVID lockdown period. 	Cllr Akbar	Fiona Sharkey	
Homelessness	<p>To receive a report on the work that is taking place to tackle homelessness and rough sleeping in the city.</p> <p>This will include:</p> <ul style="list-style-type: none"> • Data on the number of homeless presentations since the last report to Committee, including a breakdown by families, single people and how many present from outside of Manchester; • Section 21 suspension – What is the anticipated 	Cllr Rahman	Mike Wright	

	<p>impact over the next 6 months;</p> <ul style="list-style-type: none"> • Information on the number and location of facilities to support and accommodate homeless people (both provided by Manchester City Council and independent providers) and how long the support/ accommodation is provided for; • A list of voluntary sector providers supporting the homeless with accommodation and other services; • An update on the A Bed Every Night service and the preparations to support homeless people through the winter period; • Information on the activity and progress to accommodate and support homeless people who had been housed in hotels and other temporary accommodation during the COVID crisis; • Information on inspections undertaken of temporary accommodation to ensure they are safe for residents occupying them; and • Data on the length of time people stay in temporary accommodation. 			
Budget-related item	Precise details to be confirmed.	Cllr Akbar Cllr Stogia Cllr Rahman Cllr Richards	Fiona Worrall	To be confirmed
Overview Report			Lee Walker	

Wednesday 13 January 2021, 2 pm (Report deadline Thursday 31 December 2020)				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Green and Blue Infrastructure Strategy	To receive an update report on the Green and Blue Infrastructure Strategy. This report will also provide an update on the implementation of the Manchester Tree Strategy.	Cllr Stogia	Pat Bartoli Julie Roscoe	
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.		Lee Walker	

Items to be scheduled				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Behaviour Change and Waste 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 Behaviour Change and Waste Task and Finish Group that were endorsed by the Committee at their meeting of 9 October 2019.	Cllr Akbar	Fiona Worrall	

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