



Economy Scrutiny Committee

Date: Thursday, 13 January 2022

Time: 2.00 pm

Venue: Council Chamber, Level 2, Town Hall Extension

Everyone is welcome to attend this committee meeting.

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Membership of the Economy Scrutiny Committee

Councillors - H Priest (Chair), Baker-Smith, Bayunu, Doswell, Farrell, Johns, Moore, Noor, Raikes, Stanton and Shilton Godwin

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 9 December 2021 .
- 5. Updates on Sub Strategies of the City Centre Transport Strategy** 13 - 36
Report of the Director of City Centre Growth & Infrastructure and the Director of Highways

This report provides an update on the progress on a number of the sub strategies contained within the City Centre Transport Strategy. It also includes an update on the activities undertaken to promote active travel and connectivity across the city.
- 6. Economy COVID19 Sit Rep Report**
Report to follow
- 7. Overview Report** 37 - 52
Report of the Governance and Scrutiny Support Unit

This report provides the Committee with details of key decisions that fall within the Committee's remit and an update on actions resulting from the Committee's recommendations. The report also includes the Committee's work programme, which the Committee is asked to amend as appropriate and agree.

Information about the Committee

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

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

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Smoking is not allowed in Council buildings.

Joanne Roney OBE
Chief Executive
Level 3, Town Hall Extension,
Albert Square,
Manchester, M60 2LA

Further Information

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

Michael Williamson
Tel: 0161 234 3071
Email: m.williamson@manchester.gov.uk

This agenda was issued on **Wednesday, 5 January 2022** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 2, Town Hall Extension , Manchester M60 2LA

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Economy Scrutiny Committee

Minutes of the meeting held on 9 December 2021

Present:

Councillor H Priest – in the Chair
Councillors Doswell, Farrell, Johns, Moore, Noor, Raikes, Stanton and Shilton Godwin

Also present:

Councillor Craig, Leader
Councillor White, Executive Member for Housing and Employment

Apologies:

Councillors Bayunu and Johns

ESC/21/58 Minutes

Decision

The minutes of the meeting held on 11 November 2021 were approved as a correct record.

ESC/21/59 Comprehensive Spending Review, Funding and Budget Update

The Committee considered the report of the Deputy Chief Executive and City Treasurer that provided an update on the main announcements from the Spending Review of the 27 October 2021 with a focus on the thematic areas relevant to Economy Scrutiny and the impact of the budget on Manchester. The report also provided an update on key funding programmes announced by government and the action Manchester is taking to access this funding.

Key points and themes in the report included:

- An overview of the Local Government Finance Announcements;
- Announcements impacting household incomes;
- Funding announcements which benefited Manchester;
- Implications for Employment and Skills;
- Implications for welfare benefits and unemployment;
- Implications for Housing, Transport, Culture, Climate and Net Zero and Innovation and Connectivity; and
- Other relevant announcements.

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

- Whilst welcoming the increase in spend in tackling homelessness and rough sleeping, what was being done to reduce the numbers of people afflicted;

- The increase in work and skills funding would not match the level of cuts that had occurred in the last ten years;
- What would be the impact of the slow progress of the new Apprenticeship Programme on residents who need to upskill;
- Was there any indication why the Levelling Up bid for Withington Village was unsuccessful;
- More information was needed on the Growth Company's Good Jobs project in North Manchester; and
- What was the Council doing to lobby government for a fair finance settlement;

The Committee was advised that the Council was waiting for a meeting with the Department for Levelling Up, Housing and Communities to discuss why the bid for Withington Village was unsuccessful.

The Director of Inclusive Economy acknowledged that the increase in funding for work and skills did not match the level of funding that had previously been cut and as the budget for Adult Skills was a stationary budget this would be impacted by inflationary pressures on salaries and pensions. In terms of apprenticeships, the take up in Manchester had never been high and had dipped particularly for younger people and with other routes into employment and the volatility in the labor market, the attraction of apprenticeships and apprenticeship wages was not particularly attractive. The Council was still working on promoting apprenticeships as good routes into employment and job opportunities. She also provided a brief update on the Growth Company's Good Jobs project and suggested that the Committee may want to consider a more detailed report on this in the future.

The Strategy and Economic Policy Manager advised that in terms of homelessness, there had been a national increase in the spend to tackle this and it would need to be seen as to how this filtered down to local levels before more detail could be given. The Leader commented that the increase in government funding would not address the situation in Manchester and the Council would still need to supplement this through its general revenue budget. The Executive Member for Housing and Employment commented that the money allocated to the development of brownfield sites, which the Council could bid for, was welcomed and would contribute to affordable housing on brownfield site. He also welcomed the investment being made in North Manchester.

The Leader advised that the Council had had a consistent approach on what local government should be funded for and how it should be funded. The move to more competitive small pots of funding did not help any local authority and Manchester would continue to make the case for an appropriate base line budget. Whilst Manchester budget position for 2022/23 looked to be positive when compared to elsewhere, this had been achievable due to decisive action taken in previous years and the financial situation for future years was precarious as one off additional funding stopped.

Decision

The Committee:-

- (1) Notes the report.
- (2) Request that a briefing note be sent to the Committee and all North Manchester Ward Councillors on the Growth Company's Good Jobs project.

ESC/21/60 Innovation Greater Manchester

The Committee considered the report of the Director of City Centre Growth and Infrastructure that provided an update on Innovation Greater Manchester – a business led platform that set out how a long-term strategy, underpinned by public and private investment, would unlock a globally leading innovation ecosystem that would spur on the discovery, invention, and adoption of new technologies and business models needed to raise productivity and competitiveness, and provide solutions for the city's big societal challenges including net zero and reducing health inequalities.

Key points and themes in the report included:

- Providing a background and describing progress to date; and
- Providing a number of examples.

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

- Had any assessment been undertaken on whether the current LEP review posed any risks to Innovation GM;
- Partnership working with the wider north west region should not be forgotten and what was the nature of the relationship between Manchester and the wider region;
- Physical access to employment for residents, especially those in North Manchester, was important;
- It was important that any employment opportunities around the Oxford Corridor did not detract from the existing opportunities located at the Centre of Scientific Research and Development at Hexagon Tower in North Manchester;
- The regeneration of North Manchester needed to be wider than just the redevelopment of the North Manchester Hospital campus; and
- An update on Green Hydrogen technology was requested.

The Leader emphasized that the inclusion of the redevelopment of North Manchester Hospital Campus within the programmes of work demonstrated that it complemented the other pieces of work aimed at driving up the standards of health care and that it also demonstrated that Innovation Greater Manchester was a city wide approach and not centered around one specific area of the city. The Director of Inclusive Economy advised that North Manchester had been included as part of Health Innovation in Manchester's Data in Places programme, which would be submitted as part of the GM Innovation bid. The focus for the North Manchester elements of the bid would be

childhood obesity and frailty, with a view to using both quantitative and qualitative data on changing systems to tackle these two growing and prevalent population health issues. The new approaches would make a difference to health outcomes in North Manchester and provide opportunities for commercialisation /creation of new businesses and jobs to deliver solutions internationally.. She described that this would also commercialise health opportunities that was bespoke and distinct from the Oxford Road corridor.

In regard to the LEP review, it was commented that Manchester had an established and proven track record of working closely with local business leaders and that those relationships would continue. It was explained that the Advanced Machinery and Productivity Institute and the Sustainable Materials Translational Research Centre that were being progressed for the Rochdale-Bury Gateway North site, would leverage Manchester's global reputation in materials science, to create at-scale assets and services to embed new net zero materials in to manufacturing processes in businesses across the wider conurbation.

Officers further commented that the innovation in relation to green hydrogen and energy that had been developed at Manchester Metropolitan University was pioneering research. This project had now made the case for a larger facility in Manchester and the wider city region to build upon its success, noting the importance of this technology in the drive to net zero.

It was stated that the anticipated investment of circa £200m across Greater Manchester would facilitate the translation of innovation into jobs and skills. Discussions were ongoing with not only local neighbouring authorities, within the North West but also, other cities and city regions to explore and discuss shared opportunities. The Committee was also advised that conversations were being had with other European cities to share lessons learnt. It was further commented that the plans associated with North Manchester were not intended to displace skills from other areas but rather attract new and international opportunities and investment in the area.

The Chair commented that it was important that all resulting skills and employment opportunities were promoted and accessible to all residents across the city. Officers responded by advising that this was an important point and was fully understood.

Decision

To note the report.

ESC/21/61 Selective Licensing - Results of Public Consultation

The Committee considered the report of the Strategic Director (Neighbourhoods) that provided the Committee with information on the recent consultation exercise completed in areas within Gorton and Abbey Hey, Harpurhey, Clayton and Openshaw to establish whether the declaration of a Selective Licensing (SL) scheme was required in those areas.

Key points and themes in the report included:

- Providing an introduction and background;
- Noting that The Housing Act 2004 gave the Council the power to introduce the licensing of private rented homes within a designated area, with the aim of improving the management and condition of these properties to ensure they had a positive impact on the neighbourhood;
- Describing the consultation process and method undertaken;
- An evaluation and key findings from consultation exercise;
- A summary of the responses from both residents, landlords and agents and landlord organisations;
- The findings from an exercise to inspect the external condition of those properties in the identified locations; and
- Conclusions, noting that the results of both the initial and the formal consultation exercise showed the majority of residents supported the introduction of SL in all four areas.

Councillor Hughes (Gorton and Abbey Ward) addressed the Committee, welcoming the proposed selective licensing areas within his ward and the improvements this would bring to private rented properties.

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

- Whilst currently capped at a 20% limit of private rented housing stock, what progress had been made with government to press for a city wide selective licensing policy;
- Could a landlord with properties in a selective licensing area be required to improve standards to any properties that had outside of the selective licensing area;
- Had there been any evidence of the increase in costs to landlords being passed on to tenants;
- Could anything be done to incentivise landlords to provide properties that had a better ECP rating than E; and
- Was the other 80% of private rented properties benefit from the raising of standards in properties within selective licensing areas.

The Executive Member for Housing and Employment stated that the Council wanted to target its resources to tackle the worst landlords in the worse areas and there needed to be a strong evidence base to apply for a city wide licensing scheme, citing a number of Councils that had applied for this but had been unsuccessful. He stated that this would be kept under review.

The Committee was advised that the Council could take action against individual properties that were in a poor state and these didn't need to fall under the selective licensing areas. In addition, the Committee was advised that there had been no

evidence of an increase in tenant rents following increased costs to landlords to improve their properties.

Officers advised that there was little the Council could do to incentivise landlords to improve the ECP rating of their properties as there was little in the way of grant funding.

The Executive Member for Housing and Employment commented that he would hope the improvement to the 20% of properties that fell under a selective licensing area would have an impact to the overall improvement to the remaining 80% of private rented sector properties.

Decision

The Committee notes the report

ESC/21/62 Update on COVID-19 Activity

The Committee considered a report of the Strategic Director (Growth and Development), which provided a further update of the current situation in the city in relation to COVID-19 and an update on the work progressing in Manchester in relation to areas within the remit of the Committee.

Key points and themes in the report included:

- Although unemployment levels were falling, there was still a number of job vacancies and growth was beginning to slow;
- Challenges associated with rising inflation and energy costs on household incomes;
- An IPSOS MORIS Political Monitor report identified that 54% of people surveyed thought the economy would get worse next year; and
- The recent introduction of additional COVID measures had impacted on the city's hospitality and retail sectors.

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

- The additional COVID restrictions would have significant impact in the city centre and financial support from Government was needed; and
- Was office space demand in the city consistent across a typical week.

The Director of City Centre Growth and Infrastructure agreed the impact of the covid restrictions would have a financial impact on retailers and financial support would likely be needed for a number of retailers and hospitality businesses.

In terms of demand for office space, it was reported that information from agents demonstrated that there was still a strong trend for office uptake, particularly from smaller occupiers. How this translated into occupation for next year and beyond was

not yet know, but this would be kept under close review. At present there was no major concerns. It was also reported that pre-covid occupancy levels were at around 70% and now occupancy levels were at 40-50%, so it was evident there had been a steady increase of staff returning to offices for work.

The Chair agreed to raise with the Leader the need to make representations to Government on the need for financial support to retailers and hospitality businesses impacted by the additional covid measures.

Decision

The Committee notes the report.

ESC/21/63 Overview Report

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

The Chair clarified the Work Programme items for the January to March 2022 meetings and suggested that items on access to childcare as a potential barrier to employment and scrutiny of the work to address issues raised in the Marmot report and beacon indicators pertinent to this committee's work (employment and housing) be added to the Work Programme as items to be scheduled in the new Municipal Year.

Decision

The Committee note the report and agree the work programme and the suggestions for future items as detailed above.

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**Manchester City Council
Report for Information**

Report to: Economy Scrutiny Committee - 13 January 2022

Subject: Updates on Sub Strategies of the City Centre Transport Strategy

Report of: Director of City Centre Growth & Infrastructure and Director of Highways

Summary

The report provides an update on the progress of sub strategies and other activities within the City Centre Transport Strategy including an update on active travel plans and wider connectivity issues across the city.

Recommendations

The Committee is recommended to 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
The support and promotion of active travel and other sustainable travel such as public transport will help reduce transport-related carbon emissions by increasing the overall share of public transport, cycling and walking trips and reducing short journeys by car.

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	Improving active travel and other transport modes under the City Centre Transport Strategy (CCTS) and across the city will support growth of the economy, contribute to economic recovery, and maximise the city's competitiveness.
A highly skilled city: world class and home-grown talent sustaining the city's economic success	Schemes under the CCTS and related strategies will support the delivery of projects to create high-quality employment opportunities in the city and growth in a range of key sectors of the economy. Improving infrastructure and unlocking regeneration opportunities will attract new investment, boosting the local economy and providing new jobs in Manchester. Improved public transport and walking and cycling routes can help residents access jobs and training opportunities.

A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Schemes under the CCTS and related strategies will enhance the transport network serving the city. Improvements to local bus services will facilitate opportunities for communities across the city. Improving city centre and wider connectivity will support inclusive economic growth. An inclusive and accessible city centre is a key aim of the CCTS.
A liveable and low carbon city: a destination of choice to live, visit, work	The support and promotion of active travel and other sustainable transport will reduce carbon emissions by increasing the overall share of public transport, cycling and walking trips and reducing short journeys by car. Active travel offers significant leisure opportunities particularly where links can be made to green spaces.
A connected city: world class infrastructure and connectivity to drive growth	World class infrastructure will attract investment and promote a globally successful city. Proposals under the CCTS will improve transport integration across GM, making it easier for people getting into and moving around the city.

Contact Officers:

Name: Pat Bartoli
 Position: Director of City Centre Growth & Infrastructure
 Telephone: 0161 234 3329
 E-mail: pat.bartoli@manchester.gov.uk

Name: Steve Robinson
 Position: Director of Highways
 Telephone: 07989148203
 E-mail: steve.robinson@manchester.gov.uk

Name: Michael Marriott
 Position: Head of Environment, Planning & Infrastructure
 Telephone: 07931345719
 E-mail: michael.marriott@manchester.gov.uk

Name: Kate Macdonald
 Position: Strategic Lead City Centre Partnerships
 Telephone: 07583042791
 E-mail: kate.macdonald@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 four years after the date of the meeting. If you would like a copy, please contact one of the contact officers above.

- City Centre Transport Strategy to 2040

1.0 Introduction

1.1 This report provides an update on the progress of sub strategies and other activities related to the City Centre Transport Strategy (CCTS), including an update on active travel plans and wider connectivity issues across the city. The report includes:

- updates on active travel schemes being developed and delivered
- overview of work planned for 2022 to develop strategy and investment plans to continue improving walking (which refers to wheelchair and all other pedestrian users) and cycling in Manchester; and
- updates on other measures to improve connectivity including improving public transport and other mobility for the city.

2.0 Active Travel Update

2.1 Active travel is an essential element of the Council's vision for a sustainable transport system as part of our wider environmental, economic and social policy objectives, Active travel forms a key part of the CCTS, including key ambitions for walking to be the main way of getting around the city centre, a cleaner, greener and less congested city centre, and for more people to choose to cycle to destinations within the city centre. These ambitions and other measures in the CCTS all aim to deliver the CCTS' central target of 90% of all morning peak trips to the city centre to be made on foot, by cycle or using public transport before 2040, with walking to become the predominant mode of travel within the city centre.

2.2 The Council, supported by partners are delivering a range of activities including development and construction of physical infrastructure, strategic plans for extending the network, and other schemes to increase access to active travel, such as activation and cycle hire, as well as addressing increased demand for high-quality cycle stands and storage including for people with tricycles.

2.3 In the past few years there has been a rapid increase in active travel opportunities being progressed and some of those are listed below. There has been a collaborative approach across several Council services including Highways and Neighbourhoods, supported by the City Centre Growth and Infrastructure Team and TfGM.

2.4 The activities below seek to increase in levels of active travel through both improving infrastructure and supporting behaviour change.

2.5 Key activities being progressed by the Council include:

- Mayors Challenge Fund (MCF) walking and cycling schemes across the city which are progressing well:
 - Northern Quarter Piccadilly to Victoria route – some phases are complete with the remainder in progress

- Victoria North (formerly Northern Eastern Gateway) - where the next key stage will be the installation of a new bridge over the canal
 - Beswick Active travel scheme – complete
 - Chorlton walking and cycling scheme - two phases are complete including the first CYCLOPS junction in the UK
 - Fallowfield Loop - consultation is complete and designs are being finalised with some works due to start soon
 - Medlock Street roundabout improvements – complete
 - Levenshulme and Burnage Low Traffic Neighbourhood scheme – consultation on the final design started in early December
 - Rochdale canal improvements – which we are continuing to discuss with TfGM
- Active Travel Fund (ATF) scheme in the city centre Triangle which is progressing through design stages
 - ATF scheme at Wythenshawe which is proving a challenge to find a viable route that meets DfT requirements
 - Road safety schemes across the city valued at £2m in 2021/22 - designs are underway with works due to commence soon
 - School crossings programme – the full programme has over 100 sites and the remaining 24 sites are due for completion by the end of 2021/22. Sites and wards in this programme can be found at Appendix 1.
 - Prioritising footway repairs in Year 6+ highway investment – a decision is expected soon on any future investment programmes as the current 5-year programme ends
 - Supporting the Clean Air Zone through traffic orders and signage
 - Considering where appropriate we can use MCC car parks to support active travel, such as provision of cycle stands
 - Supporting plans for more electric vehicle (EV) charging points, while undertaking planning to ensure they are located appropriately to avoid street clutter
 - Reviewing city centre walking routes/footways, this includes development of city centre pedestrian infrastructure schemes through funding secured under the Government’s Active Travel Capability Fund
 - Supporting schools with Active Travel / Road Safety travel plans This includes School Streets, with Neighbourhoods officers work closely with schools and parents to promote active travel choices and increase climate change awareness. School Streets engagement involves a range of activities, from one-day trials through to plans for sessions every school day. Detail on schools involved in School Streets sessions since 2018 is included at Appendix 2. The Council also works with schools to develop their own active travel resources, school travel plans and support packages. These include the Living Streets Project ‘Walk to School’, ‘ModeshiftSTARS’ active travel TfGM accredited toolkit and resources programme, supporting schools to bid for funding to provide cycle storage facilities for staff and pupils, and developing school-level Travel Plans.

- Assessing ways to improve pedestrian safety on main thoroughfares. This might include things such as street clutter and footway condition.
 - Resurfacing schemes: having roads and pavements in good condition is needed to increase active travel and so that the many benefits can be achieved. The Council has a 5-year investment programme that has delivered on time and on budget and is coming to a successful end. We note there is always a need to do more resurfacing, however the Council is constrained by maintenance funding in the amount of resurfacing it can deliver.
 - As of September, the Council has delivered over 80 resurfacing schemes covering over 161,000m² in the 2021/22 financial year as well as 14 footways schemes over 30,000m² as part of ensuring well maintained infrastructure to encourage sustainable transport in the city.
 - £4.45m in capital funding bid for under DfT Active Travel Fund Tranche 3, for: junction improvements at Alan Turing Way / Ashton New Road - £3.2m; Fountain Street-High Street Traffic Free Streets - £0.75m; and Medlock Street/Whitworth St West (development only) - £0.5m - we are awaiting the outcome of the bid process
 - eCargo Bikes Project: MCC's bid to the Energy Savings Trust's eCargo Bike Local Authority Scheme was successful. An award of £173,638 (total project costs £298,601 including match funding) will provide 26 eCargo bikes and six eCargo trailers. 12 bikes and three trailers will form part of the Council's operational fleet, with the remainder being distributed to support Manchester's two universities and three VCSE organisations along with the creation of a 'bike library' for short-term lease. This is a two-year project, which we expect will be fully operational in early 2022.
- 2.6 The Highways service has established a Highways Access Group comprising officers from Highways, and Growth and Development, supported by expert input and advice from accessibility consultants and stakeholders, to continue to improve our understanding and practice in planning active travel and other schemes that fully integrate accessibility objectives.
- 2.7 As a matter of practice, we engage with communities and other stakeholders in developing and delivering active travel schemes, and continue to consider opportunities to improve our engagement, in line with the Our Manchester principles.
- 2.8 The Council's Neighbourhoods teams are also delivering active travel programmes including:
- Promoting active travel through schools - this includes working closely with schools and parents to promote active travel choices and raise awareness about climate change. To date 20 schools have participated in the taster sessions within school streets programme. Following successful one day trials, many schools have asked that they hold them more regularly. The Council was successful in September 2021 in a funding application to TFGM and has been granted £50k to roll out a pilot programme at seven schools in Manchester that will see School

Streets Sessions held every school term day. The following schools are participating in creating Traffic Regulation Orders (TRO) to create permanent School Streets.

School	Ward
Manchester Communication Primary Academy	Harpurhey
Brookburn Community Primary	Chorlton
Manley Park Primary	Whalley Range
Our Lady's Primary	Whalley Range
St Pauls Primary	Withington
St Augustine's Primary	Harpurhey
St James C of E Primary	Rusholme

- The School Streets initiative at these seven schools will be supported by permanent TRO and additional fixed signage. The Council will provide accredited marshal training and resources for school staff, parent and community volunteers. In the lead in period the participating schools as well as other schools across the city, will be encouraged to hold further one day taster sessions. These TRO orders are subject to a statutory consultation process; it is anticipated that the move to daily sessions will take place over the Summer and Autumn terms in 2022.
- The Neighbourhood Teams have also been promoting Play Streets within communities and supporting applicants to plan and organise sessions. Over 50 streets across the city have held at least one Play Street session since 2019.
- Ward climate change plans are now in place for all wards across the city. These plans outline climate change priorities for each ward some of which promote and support active travel initiatives.
- Anti-Idling initiatives around schools. This includes events on Clean Air Day and Junior PCSO schemes.
- As programmes continue and other funding becomes available, we will continue to work to engage members to identify schools and improve geographical spread across the city.

2.9 Transport for Greater Manchester (TfGM) are progressing other activities including:

- Ongoing oversight and forward planning for both the current £160m walking and cycling projects under MCF and ongoing wider GM active travel programme and plans, such as cycling training and community bike libraries
- GM Cycle Hire – Phase 1.2 launched in November, which will comprise around 35 bays with 200 conventional cycles and 50 e-cycles at Media City, Salford and along the Oxford Road corridor.

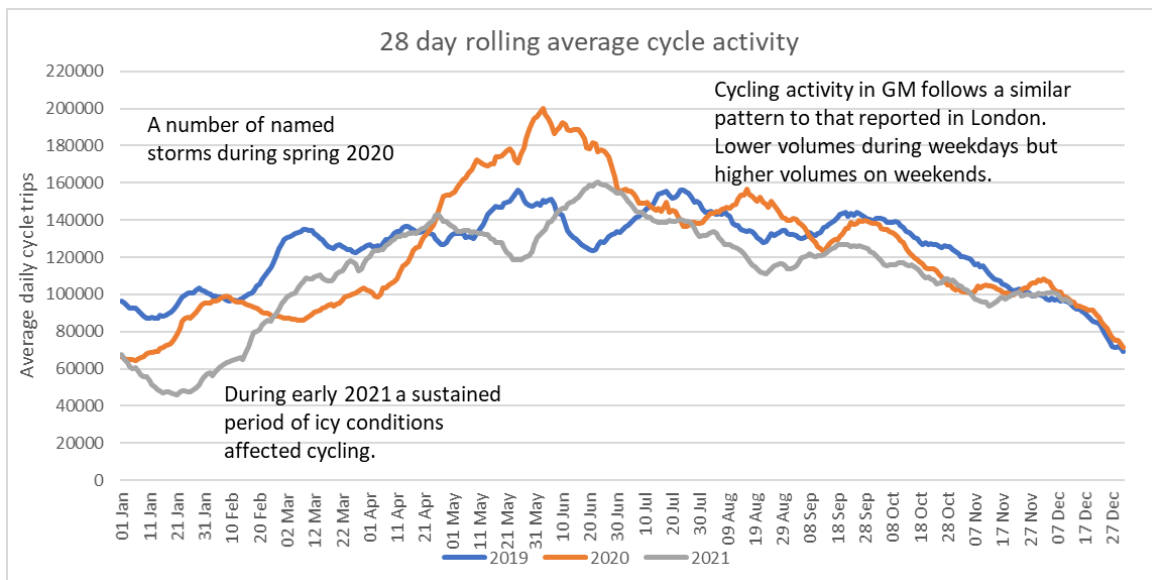
- E cargo bikes - through a year-long eHUBS trial offers residents in Chorlton, Whalley Range and Ancoats electric cargo bikes for hire – a first for the UK – along with an electric car club scheme, which will also be available in Bury town centre and Prestwich
- Withington Low Traffic Neighbourhood (LTN), which includes Parsonage Road
- Providing support to businesses for active travel planning
- Ongoing communications to encourage use of public and active transport, including to support confidence in safety and hygiene of public transport services in response to the COVID-19 pandemic

3.0 Sustainable Travel Statistics

3.1 Active travel activity in Greater Manchester experienced some substantial growth during the COVID-19 pandemic related to people's changed mobility patterns, however this has begun to stabilize more recently. As an example of the current situation, TfGM reported the following network overview travel statistics for the week ending 12 December 2021:

- There were an estimated 49.9m trips made in Greater Manchester – 1.5% below the previous week.
- Overall, there was a decrease in weekday trips of 9.3% and a decrease in weekend trips of 3.9% from the previous week.
- Compared to the same week in 2019, trip levels for the week ending 12 December 2021 were:
 - Total trips down 7.9%
 - Weekday trips down 9.3%
 - Weekend trips down 3.9%
 - Bus down 25%
 - Metrolink down 46%
 - Rail down 25%
 - Cycling down 11%
 - Walking down 6%
 - Highways trips down 5%
- The information is shown in the graphs below.
- It should be noted that good weather has the greatest impact on cycling numbers as leisure trips increase considerably.

Mode	Patronage, Trip and Incident numbers			
	Trips	Change from last week	Change equivalent week in 2019	Rolling 12 Week Trend
Metrolink	615,400	-4%	-46%	
Bus	3,223,700	1%	-25%	
Highways	34,655,300	0%	-5%	
Rail	1,031,600	-1%	-25%	
Cycling	568,400	-10%	-11%	
Walking	9,839,900	-6%	-6%	
TravelSafe	141	18%	42%	



4.0 Planning for Ongoing Active Travel Investment

Strategic planning for active travel

- 4.1 MCC received £325K in revenue funding from the 2021-22 DfT Active Travel Capability Fund to develop our strategy and pipeline for delivery of active travel infrastructure and supporting measures.
- 4.2 Notwithstanding the often uncertain and sporadic nature of capital funding, the revenue funding awarded presents opportunities to continue to plan for ongoing active travel investment. Some of the funding will be directed to produce a new strategy and investment plan for active travel for Manchester, and work has commenced to scope this work and commission expert advice

and analysis. An updated active travel strategy and investment plan for Manchester would aim to:

- Draw together and direct our active travel investment plans across the city to ensure they are coordinated with our wider objectives such as zero carbon, inclusive growth and urban regeneration and housing.
- Align active travel plans to place/neighbourhood-based spatial frameworks, including linking to hubs such as education, community and employment locations, and integrating with place-based regeneration strategies and plans.
- Improve coordination between different programmes and departments across the Council, including neighbourhoods, growth and development, schools, parks, green and blue infrastructure, and climate change.
- Establish principles for prioritisation of capital funding to provide a pipeline approach to gradually improving active travel across the city. We will coordinate with Ward Climate Change Action Plans and with behaviour-change initiatives such as School Streets, to ensure that bottom-up neighbourhood aspirations and proposals are integrated.
- Undertake an audit of walking and cycling infrastructure, including assessing current conditions, identify gaps in provision of infrastructure and other measures to support a wider range of cycle types for different users (e.g. people with disabilities, families, cargo, commuters, leisure), to inform direction of investment to support active travel across the city.
- Develop guidance for the full life cycle of active travel projects to support development and delivery by the Council, including needs identification, scoping, design options, consultation and engagement, delivery, and ongoing maintenance, activation and enforcement.
- Set out an aspirational investment plan, including different types of investment (including walking and cycling infrastructure, walking routes, activation and behaviour change, low-cost high value neighbourhood level active travel, integration with green infrastructure and roads, cycle parking and end of trip facilities, maintenance considerations, etc.).
- Design and business case development of a pipeline of schemes which will be identified through the strategy, to enable timely bidding for capital funding from government or other sources when this becomes available.

4.3 An updated active travel strategy and investment plan for the city would build on recent work including:

- Manchester’s Local Implementation Plan under the GM2040 Transport Strategy, which included high level ambitions to improve active travel such as “Increasing the number of neighbourhood journeys (under 2km) made by foot and by bike across the city”;
- December 2018 report to Neighbourhoods Scrutiny Committee, setting out principles for expanding the active travel network which will be reviewed and incorporated as part of the updated strategy and investment plan;

- plans for growth and development across the city, including the City Centre Strategic Plan; the suite of Strategic Regeneration Frameworks; ward climate change action plans; and other neighbourhood and development plans.

4.4 In addition to the planned work on active travel strategy and investment plan the Capability Fund funding will also be directed towards design development for schemes including North Manchester Connectivity (Oldham Road-Lightbourne Road-Greengate), Heaton Park travel planning, and City Centre walking routes.

Streets for All Strategy

4.5 The Streets for All Strategy was endorsed by the Executive on 17 November 2021, following approval by the GMCA in September. Streets for All is a new approach to everything we do on streets in Greater Manchester. Streets for All supports Manchester's place-based agenda as well as achieving our ambition for more travel by walking, cycling and public transport, which will help us to tackle our most pressing economic, environmental, quality of life and innovation challenges.

4.6 The ambition of the Streets for All approach is to create more welcoming and greener streets which enable people to incorporate more physical activity into their daily lives; which have clean air; which are accessible for those with mobility impairments, with nobody excluded; which are safe and secure for everyone; and which provide good access to public transport.

4.7 Streets for All will be guided by 7 'Essentials' (shown below) which will guide the City and other GM authorities, in partnership with residents, businesses, transport operators, the NHS, and emergency services, in delivering on the strategy.



4.8 The Council is already applying a Streets for All approach as we plan for and deliver key sustainable transport projects across Manchester, including:

- transforming Deansgate into high-quality, people-centred public space, prioritising walking, cycling and public transport that cements it as key destination for the city;
- developing a programme of interventions on key corridors into the city centre, to improve highway infrastructure to ensure that the city can continue to be an attractive place to invest and live and to ensure that transport continues to support growth;
- prioritising highway maintenance on local streets to ensure they are safe and accessible and to encourage active travel in local neighbourhoods.

4.9 Other key actions under the Streets for All Strategy planned to be progressed that will deliver benefits for active travel and public transport, include:

- developing Traffic Reduction Plans as part of refreshed Local Implementation Plans (under the GM Five-Year Transport Delivery Plan (2021-26));
- preparing and adopting a Road Danger Reduction Plan for GM;
- developing a GM Streets for All Design Guide;
- progressing and delivering Streets for All projects as part of capital investment outlined in the Five-Year Delivery Plan;

- building 500 miles of new active travel networks across GM by 2024, working with local communities to make sure we are putting them in the right places;
- designing streets to support Quality Bus Transit services that make public transport a safe and attractive travel option, through bus priority, improved waiting facilities and better access to bus stops, as part of the GM Bus Service Improvement Plan.

4.10 As well as investment in physical infrastructure, achieving the Streets for All vision to make streets safe, attractive, accessible, welcoming and with reliable public transport (such as bus priority) will also require an increased focus and exploring opportunities for resourcing for enforcement and maintenance, to ensure existing and future infrastructure is able to be properly maintained and to avoid conflicts between different modes and ensure safety and effective movement across the network. Streets for All designs will also consider opportunities to incorporate seating at regular intervals to allow rest, to include all types of people, ages and abilities. Streets for all infrastructure schemes will also require other measures to support behaviour change, such as activation and enforcement.

4.11 The Council's adoption of the Streets for All Strategy provides a framework to guide planning, design, investment prioritisation and management of Manchester's streets, and support ongoing delivery of a sustainable, connected, high-performing and well-maintained street and transport network for the city.

5.0 Other work to improve transport connectivity

5.1 In addition to active travel, improving other forms of mobility is also essential to continuing to improve connectivity across the city to support access to jobs and services for Manchester residents, support businesses operating across the city, and support our ongoing growth and development ambitions including housing provision and regeneration, jobs and investment.

City Region Sustainable Transport Settlement

5.2 In September 2021, TfGM on behalf of the 10 GM authorities submitted a bid to government for £1.19bn under the City Region Sustainable Transport Settlement (CRSTS). The GM CRSTS bid set out a vision for a fully integrated London-style sustainable transport network, which allows people to travel seamlessly across the city-region on buses, trams and trains, as well as by walking or cycling. The key ambitions for CRSTS funding set out in the GM bid were to:

- support sustainable travel choices through major enhancements to our "Bee Network" focused on key growth locations and levelling up our town and city centres;
- decarbonise transport fleets;
- maximise the long-term sustainable growth impact of HS2; and
- maintain and manage performance of the existing transport network.

- 5.3 As part of the government's Autumn 2021 Spending Review announcements, in late October it was announced Greater Manchester had been allocated £1.07bn under the CRSTS, matched by £170m of local contributions sourced by TfGM. This award was less than expected and there is also ongoing uncertainty around the wider funding position, including the integration of CRSTS, other active travel funds, and the Bus Service Improvement Plan (BSIP). The indicative CRSTS allocation is subject to DfT approval of a more detailed business case submission, to be submitted by TfGM in early 2022.
- 5.4 Key schemes in the CRSTS funding bid that, if funding is secured, will improve connectivity and sustainable transport for Manchester include:
- Ancoats Mobility Hub
 - Car-free Deansgate
 - City Centre key corridors - Streets for All and bus improvements
 - Phase 1 improvements under the City Centre bus strategy
 - Victoria North bus corridor improvements
 - Strategic highway maintenance, focusing on the Key Route Network
 - Existing funding for core highway maintenance
 - Delivery of Airport Line Extension to Terminal 2
 - HS2 Piccadilly local connectivity
 - HS2 Manchester Airport local connectivity
- 5.5 These schemes are key priorities for the city and align strongly with our strategic economic, social and environmental policy objectives, such as:
- strengthening Manchester's role as the regional centre for GM and a national and international economic hub and travel destination;
 - continuing to improve connectivity on the transport network to support access to jobs, services, leisure and amenities;
 - supporting key regeneration schemes to increasing housing and employment development to provide homes and job opportunities;
 - reducing the economic costs of congestion and improving efficient movement of people across the city;
 - improving the amenity and liveability of the city centre and neighbourhoods, including reducing traffic and improving public spaces;
 - contributing to the health and sustainability of the city and working toward our zero-carbon agenda by improving air quality and reducing transport-related carbon emissions;
 - ensuring our local streets and roads continue to be well-maintained, to ensure they are safe and accessible and support our transport needs.
- 5.6 There are currently no active funding rounds from the Department for Transport (DfT) Active Travel Funds (ATF); however the government has previously committed £2bn in active travel funding over this parliament – it is anticipated that ATF funds will continue moving forward and any future opportunities will be approached enthusiastically by the Council. This is typical of the uncertainty of funding for transport, and the Council's

dependency to a large degree on other parties and external factors in our ability to continue to deliver on our plans for sustainable, connected transport for Manchester.

Electric Vehicle Charging Infrastructure

- 5.7 The introduction of electric vehicles (EVs) is a key element of GM's ambition to be a carbon-neutral city-region by 2038 but the availability of and access to charging infrastructure is recognised as a critical barrier to the adoption of EVs. To take this forward the Greater Manchester Electric Vehicle Charging Infrastructure Strategy was approved by the GMCA on 24 September 2021. The GM EVCI Strategy aims to provide a clear vision, objectives and strategic principles to inform a delivery plan for the deployment of EV charging infrastructure.
- 5.8 Building on the GM Strategy, Council officers are continuing further work to look at specific EV infrastructure strategy for Manchester - to align EV activities with the city's other policy objectives, including inclusive growth and development, and accessible, sustainable transport, and to identify opportunities for expanding the network of charging infrastructure in the city.
- 5.9 Several funding programmes are being developed and delivered in partnership with TfGM to increase the number of charge points in Manchester:
- Taxi and Private Hire scheme – Funding has been agreed to provide 30 double charge points for use by taxis and private hire vehicles across GM (3 per authority). Three locations have been agreed at Thurloe Street, Southern Cemetery and China Town as part of this scheme. Additional funding for further taxi and private hire points is under discussion.
 - Early Measures Funding – as part of the Early Measures funding under the umbrella of the Clean Air Plan four double headed charging points are in the process of being installed. These include three charging points at Angel Street, Liverpool Street and Levenshulme Station as part of the Be.EV public charging network and one at Hardman Street Taxi Bays for the sole use of taxis.
 - eHubs – The eHubs pilot project involves the deployment of 25 e-cargobikes for hire and includes the installation of four double headed charging points for the sole use of the car club. These will be located around Chorlton/Whalley Range, Ancoats and Beswick.
 - On-street Residential Charging (ORC) fund – TfGM are in the process of making submissions on behalf of the GM authorities for grant funding under the fund - also includes council owned car parks and three sites have been suggested for this but it is still in its early stages at this point.

6.0 Conclusion and ongoing work

- 6.1 The City Centre Transport Strategy provides a clear strategic direction and investment framework for continuing to improve a sustainable, connected

transport network for Manchester. Building on the CCTS, the Council is developing and delivering other key plans and investment programmes across the city, as set out in the above report, including:

- Ongoing delivery of a significant programme of active travel infrastructure investment and complementary activation schemes;
- Plans to continue supporting active travel across the city through a forthcoming active travel strategy and investment plan;
- Subject to funding, supporting and leading on the delivery of other major transport infrastructure investment schemes, including bus, tram and rail, as well as maintenance of our local road network;
- Supporting investment in sustainable travel with ongoing planning and infrastructure investment coordination for electric vehicle charging infrastructure, recognising their growing importance for key policy objectives such as clean air, as well as anticipated significant growth in electric vehicle use by Manchester residents and businesses.

6.2 Manchester has embraced active travel and has delivered a significant programme of activities ranging from infrastructure projects to supporting behaviour change.

6.3 Building on plans underway for an updated strategy and investment plan for active travel, future funding opportunities if they arise will be bid for continuing the collaborative approach between the Council and stakeholders.

6.4 It is anticipated that an annual report on the first year of progress of the CCTS will be produced later in 2022, in collaboration between MCC, Salford City Council and TfGM. This will include information on delivery progress of initiatives and performance against key indicators.

7.0 Recommendation

7.1 Recommendations can be found at the front of the report.

8.0 Appendices

- Appendix 1 - School Crossing Improvement Sites
- Appendix 2 – Schools involved in School Street sessions

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Appendix 1 - School Crossing Improvement Sites

Original Sites		
School	Crossing Point	Ward
St Joseph's / Plymouth Grove	Plymouth Grove / Daisybank Road	Ardwick
Newall Green High/Primary	Firbank Road/Highdales Road	Baguley
Sacred Heart Catholic Primary	Floatshall Road / Bowland Road	Baguley
Baguley Green Primary/Newall Green High	Holyhedge Road/Greenbrow Road	Baguley
Newall Green Primary / Newall Green High	Firbank Rd / Ninfield Road	Baguley
Newall Green Primary / Newall Green High	Greenbrow Rd / Whitburn Road	Baguley
St Peter's RC Primary / St Paul's High	Firbank Road	Baguley
St Paul's High/Newall Green High/St Peter's Primary	Greenbrow Road/Simonsway	Baguley
Button Lane Primary	Moorcroft Road/Button Lane	Brooklands
Sandilands Primary	Ferndown Road/Wendover Road	Brooklands
Sandilands Primary	Wendover Road/Sandilands Road	Brooklands
Acacias Primary/Levenshulme High	Burnage Lane/School Gates	Burnage
Acacias Primary/Levenshulme High	Crossley Avenue / Moorton Avenue	Burnage
Greenend Primary/St Bernards Primary	Burnage Lane/Outside School Gates	Burnage
Greenend Primary/St Bernards Primary/Burnage High	Greenend Road/Burnage Lane	Burnage
Greenend Primary/St Bernards Primary/Burnage High	Burnage Lane Rbt	Burnage
Greenend Primary/St Bernards Primary/Burnage High	Greenend Road/Broadlea Road	Burnage
Alma Park & St Mary's Primary's	Errwood Road / School Gates	Burnage / Levenshulme
Alma Park & St Mary's Primary / Levenshulme High	Albert Road / Marshall Road	Burnage / Levenshulme
St Matthews High	Nuthurst Road / Blandford Drive	Charlestown
St Mary's Primary	St Mary's Road / Outside School Gates	Charlestown / Moston
Moston Fields Primary/Manchester Creative Media For Girls	Moston Lane/Croft Hill Road	Charlestown / Moston

Oswald Road / St John's RC Primary	Manchester Road / Longford Road	Chorlton
Oswald Road / St John's RC Primary	Longford Road / Oswald Road	Chorlton
Oswald Road / St John's RC Primary	Nicolas Road / Oswald Road	Chorlton
Chorlton High / Chorlton Park Primary	Nell Lane / Sandy Lane	Chorlton Park
St Barnabus Primary	Parkhouse Street/Wood Street	Clayton Openshaw
Varna Street Primary	Ogden Lane/Varna Street	Clayton Openshaw
Irk Valley Primary	Crescent Road / Waterloo Street	Crumpsall
Crumpsall Lane Primary / Abraham Moss High	Delaunays Road / Crumpsall Lane	Crumpsall
Broad Oak Primary	Broad Oak Lane/Outside School Gates	Didsbury East
Beaver Road/St Catherine's Primary	Fog Lane/ Clayton Avenue	Didsbury East
St Catherine's RC Primary	School Lane / Outside School Gates	Didsbury East
St Kentigerns RC Primary	Wilbraham Road / Bethnall Drive	Fallowfield
Abbey Hey Primary	Abbey Hey Lane Outside Abbey Hey School	Gorton & Abbey Hey
Abbey Hey Primary	High Bank/Cross Lane	Gorton & Abbey Hey
Aspinal Primary	Reddish Lane / Turnbull Road	Gorton & Abbey Hey
St Francis Primary / All Saints	Gorton Lane / Gardner Street	Gorton & Abbey Hey
Wright Robinson High	Abbey Hey Lane/Lakeside Close	Gorton & Abbey Hey
Old Hall Drive Primary	Levenshulme Road / Ryder Brow Road	Gorton & Abbey Hey
Holy Trinity/Moston Lane Primary	Moston Lane/Upper Conran Street	Harpurhey
St Malachy's/Saviour Primary	Rochdale Road/Eggington Street	Harpurhey
Moston Lane Primary	Ashley Lane / Whitman Street	Harpurhey / Moston
Pikefold Primary/Co-operative Academy	Old Market Street/Chapel Lane	Higher Blackley
Chapel Street Primary	Barlow Road / Cromwell Grove	Levenshulme
Chapel Street Primary	Broom Lane / Chapel Street	Levenshulme
Crowcroft Park Primary/St Richard's Primary	Northmoor Road/Sutcliffe Avenue	Levenshulme / Longsight
Stanley Grove Primary	Stanley Grove / Rushford Street	Longsight

St Agnes Primary	Hamilton Road/Clitheroe Road	Longsight
Rushbrook Primary	Wembley Road / Melland Road	Longsight
All Saints / Christ the Kings Primary	Droylsden Lane Outside School Gates	Miles Platting & Newton Heath
St Wilfrids / All Saints / Christ the Kings Primary	All Saints Street / Culcheth Lane	Miles Platting & Newton Heath
St Wilfrids Primary	Daisy Bank/Mabel Street	Miles Platting & Newton Heath
All Saints/Christ the Kings Primary	Culcheth Lane/Outside School Gates	Miles Platting & Newton Heath
All Saints / Christ the Kings Primary	Culcheth Lane / Briscoe Lane	Miles Platting & Newton Heath
Briscoe Lane Primary	Briscoe Lane / Scotland Hall Road	Miles Platting & Newton Heath
Park View Community Primary	Varley Street/Holland Street	Miles Platting & Newton Heath
Broadhurst Primary	St Mary's Road / Williams Road	Miles Platting & Newton Heath / Moston
Heald Place Primary	Claremont Road/Outside School Gates	Moss Side
Heald Place / The Devine Mercy Primary's	Claremont Road / Yew Tree Road	Moss Side
The Devine Mercy Primary	Lloyd Street South / Edith Avenue	Moss Side / Whalley Range
New Moston/St Margaret Mary's Primary	Broadway/Moston Lane east	Moston
New Moston Primary	Moston Lane East/Outside School Gates	Moston
Lily Lane / St Dunstans Primary	Lily Lane / Lizmar Terrace	Moston
Lily Lane / St Dunstans Primary	Kenyon Lane / Lily Lane	Moston
St John Fisher & Thomas More RC Primary	Hollyhedge Road/Woodhouse Lane	Northenden
St Wilfrids C of E Primary	Royle Green Road / Patterdale Road	Northenden
Haveley Hey/Benchill Primary's	Hollyhedge Road / Broadoak Road	Northenden / Sharston
Crossacres Primary	Crossacres Road / School Gates	Sharston
Haveley Hey Primary	Broadoak Road/Nearbrook Road	Sharston
St Margaret's Primary	Withington Road / College Road	Whalley Range
William Hulme	Alexandra Road/Brantingham Road	Whalley Range
Mauldeth Road Primary	Talbot Road/Green Street	Withington
Mauldeth Road Primary	Mauldeth Road	Withington

Ladyburn, St Cuthberts & Mauldeth Road Primary's	Parrswood Road / Briarfield Road	Withington
St Anthony's RC / The Willow's Primary	Portway / Selstead Road	Woodhouse Park
Ringway Primary/St Anthony's Primary	Portway/Cornishway	Woodhouse Park
Ringway Primary/St Anthony's Primary	Cornishway/Rossett Avenue	Woodhouse Park
St Anthony's RC/The Willows Primary	Cornishway/Portway	Woodhouse Park
St Anthony's RC / The Willow's / Ringway Primary's	Portway / Ruddpark Road	Woodhouse Park
Additional Sites for 2021/22		
School	Improvement Site	Ward
St Mary's RC Primary M19 2QW	Clare Road	Levenshulme
Whalley Range High	Wilbraham Road	Whalley Range
North Manchester Academy	Lightbowne Road	Moston
All Saints Primary M12 5PW	Pottery Lane / Wenlock Way	Ardwick
St Agnes Primary M13 0PE	Hamilton Road	Longsight
Rushbrook Primary Academy	Mount Road & Levenshulme Road	Gorton & Abbey Hey
4 schools (Acasius & Greenend)	Burnage Lane/ Crossley Road	Levenshulme
Cavendish Community Primary M20 1JG	Vicker Grove	Didsbury West
Benchill Primary M22 8EJ	Greenwood Road	Northenden / Sharston
St Bedes College	Alexandra Road South	Whalley Range
Rushbrook Primary	Falshaw Way	Longsight
Burnage High	Fair Oak Road	Burnage
St James Primary M18 8LW	Gorton Lane	Gorton & Abbey Hey
St Paul's Primary M20 4PG	St Paul's Road	Withington
Chorlton Park Primary M21 7HH	Mauldreth Road West	Chorlton Park
West Didsbury C of E Primary M20 4ZA	Central Road	Didsbury West
St James Primary M18 8LW	Wellington Road	Gorton & Abbey Hey
Loreto High M21 7SW	99 Nell Lane	Chorlton
St Mary's C Of E Primary M16 7AQ	Gt Yarburgh Street / Alexandra Road / Claremont Road	Moss Side
Co Op Academy Manchester M9 0WQ	Plant Hill Road	Higher Blackley
St Cuthberts	Heyscroft Road	Withington
Ladyburn	Briarfield Road	Withington
Divine Mercy	Blue Moon Way	Moss Side

Mauldeth Road Primary	Mauldeth Road	Withington
Rolls Crescent	Rolls Crescent	Hulme
Abbey Hey Primary Academy M18 8PF	High Bank	Gorton & Abbey Hey
Chorlton High School	St Werburghs Road	Chorlton Park
Co-op Academy Broadhurst Primary School	Willams Road	Moston
Holy Trinity Primary	Moston Lane / Capstan Street	Harpurhey
EACT Academy	Victoria Avenue	Higher Blackley

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Appendix 2 - Schools that have held School Street Sessions since 2018

School Name	Ward	No. Of Pupils	No. of Sessions Held (2018 to Sept 21)	Pupil days of school street sessions
St Margaret Mary's RC Primary	Charlestown	327	2	654
Cheetham C of E Primary	Cheetham	660	1	660
Saviour CofE Primary School	Cheetham	221	1	221
Brookburn Primary	Chorlton	458	4	1832
Oswald Road Primary	Chorlton	668	1	668
Chorlton C of e Primary	Chorlton	234	1	234
Barlow Hall Primary	Chorlton Park	330	1	330
St Wilibroads Primary	Clayton & Openshaw	256	1	256
Beaver Road Primary	Didsbury East Ward	707	1	707
St Augustine Primary	Harpurhey	231	2	462
Manchester Communications Primary Academy	Harpurhey	424	3	1272
Webster Primary	Hulme	490	1	490
Chapel Street Primary	Levensulme	698	1	698
Alma Park	Levenshulme	490	1	490
Lily Lane Primary	Moston	646	1	646
St James Primary	Rusholme	235	1	235
St Margaret's CofE Primary	Whalley Range	617	2	1234
Manley Park Primary	Whalley Range	445	3	1335
Our Lady Primary	Whalley Range	227	1	227
St Pauls Primary	Withington	350	5	1750
Total		8714	34	14401

Table 2

	No of Pupils	No of Pupil Days
No of pupils participating in 1 session	5862	5862
No of pupils participating in 2 sessions	1175	2350
No of pupils participating in 3 sessions	869	2607
No of pupils participating in 4 sessions	458	1832
No of pupils participating in 5 sessions	350	1750
Total Participations	8714	14401

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**Manchester City Council
Report for Information**

Report to: Economy Scrutiny Committee – 13 January 2022

Subject: Overview Report

Report of: Governance and Scrutiny Support Unit

Summary

This report provides the following information:

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

Recommendation

The Committee is invited to discuss and note the information provided.

Wards Affected: All

Contact Officers:

Name: Mike Williamson
Position: Governance and Scrutiny Support Manager
Telephone: 0161 234 3071
Email: m.williamson@manchester.gov.uk

Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

None

1. Monitoring Previous Recommendations

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

Date	Item	Recommendation	Response	Contact Officer
9 December 2021	ESC/21/59 Comprehensive Spending Review, Funding and Budget Update	Request that a briefing note be sent to the Committee and all North Manchester Ward Councillors on the Growth Company's Good Jobs project	Information to be provided	Angela Harrington Director of Inclusive Economy

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 **31 December 2021**, containing details of the decisions under the Committee's remit is included below. This is to keep members informed of what decisions are being taken and, where appropriate, include in the work programme of the Committee.

Development and Growth					
<p>Delivering Manchester's Affordable Homes to 2025 - Establishment of Strategic Partnership with Homes England (2019/09/05A)</p> <p>To negotiate and formalise a Strategic Partnership with Homes England to enable the delivery of Manchester Affordable Homes to 2025</p>	Strategic Director - (Growth and Development)	Not before 4th Oct 2019	In consultation with the Executive Members for Housing and Regeneration and Finance and HR	Report and Recommendation	Steve Sheen s.sheen@manchester.gov.uk
<p>Delivering Manchester's Affordable Homes to 2025 - Disposal of sites (2019/09/05B)</p> <p>To agree the disposal of sites in Council ownership for the provision of affordable homes</p>	City Treasurer (Deputy Chief Executive)	Not before 4th Oct 2019	In consultation with Strategic Director (Growth and Development) and Executive Members for Housing and Regeneration and Finance and HR	Report and Recommendations	Steve Sheen s.sheen@manchester.gov.uk
<p>Delivering Manchester's Affordable Homes to 2025 - Establishment of Partnership arrangements with Registered Providers (2019/09/05C)</p> <p>To establish partnership</p>	Strategic Director - (Growth and Development)	Not before 4th Oct 2019	In consultation with City Treasurer (Deputy Chief Executive) and the Executive Members for Housing and	Report and recommendation	Steve Sheen s.sheen@manchester.gov.uk

arrangements with Registered Providers together with their partners/consortium for defined areas in the North, Central, South and Wythenshawe areas of the City.			Regeneration and Finance and HR		
<p>Delivering Manchester's Affordable Homes to 2025 -Agreement of legal terms (2019/09/05D)</p> <p>To enter into and complete all necessary legal documents and agreements to give effect to delivering Manchester's Affordable Homes to 2025</p>	City Solicitor	Not before 4th Oct 2019		Report and recommendations	Fiona Ledden, City Solicitor fiona.ledden@manchester.gov.uk
<p>Heron House General Letting Consent (2019/11/25A)</p> <p>To agree to the disposal by Leasehold of office accommodation at Heron House.</p>	Chief Executive	Not before 24th Dec 2019		Briefing Note & Heads of Terms	Mike Robertson m.robertson@manchester.gov.uk
<p>Disposal of land at Russell Road, Whalley Range, Manchester</p>	Strategic Director - (Growth and	Not before 15th Jun 2021		Report to the Chief Executive and Strategic Director	Mike Robertson m.robertson@manchester.gov.uk

<p>(former site of the Spire Hospital) (2021/05/04B)</p> <p>Approval to the terms for the granting of a 250 year lease to Anchor Hanover Group for the development of the site for residential purposes.</p>	Development)			of Growth and Development	
<p>Disposal of site of former Chorlton Leisure Centre for residential development (21/05/13A)</p> <p>Approval to the terms for the leasehold disposal of the site of the former Chorlton Leisure Centre for residential development.</p>	Strategic Director - (Growth and Development)	Not before 13th Jun 2021		Report to the Strategic Director of Growth and Development	Mike Robertson m.robertson@manchester.gov.uk
<p>Disposal of Buglawton Hall (2021/05/27A)</p> <p>To approve the freehold disposal of Buglawton Hall, Buxton Road, Congleton, Cheshire</p>	Chief Executive	Not before 25th Jun 2021		Briefing Note	Thomas Pyatt, Development Surveyor Tel: 0161 234 5469 thomas.pyatt@manchester.gov.uk
<p>Disposal of Simon House, Wavell Road, Wythenshawe for use as a data centre (2021/10/12A)</p> <p>Approval to the terms for</p>	Strategic Director - (Growth and Development)	Not before 4th Jan 2022		Report to the Strategic Director of Growth and Development	Joe Martin, Development Surveyor joe.martin@manchester.gov.uk

the leasehold disposal of Simon House, Wavell Road, Wythenshawe for use as a data centre					
<p>Leasehold disposal of (part of) office accommodation at National Squash Centre (2021/11/05A)</p> <p>Disposal of lease for 25 years to Rugby Football League.</p>	Strategic Director - (Growth and Development)	Not before 5th Dec 2021		Briefing note	Ashley McCormick, Graduate Development Surveyor ashley.mccormick1@manchester.gov.uk
<p>Procurement of Property Services Framework Contract (2021/11/26A)</p> <p>To approve the evaluation and selection outcome of the procurement process for the property services framework.</p>	Strategic Director - (Growth and Development)	Not before 26th Dec 2021		Evaluation documents of tenders received	Mike Robertson m.robertson@manchester.gov.uk
<p>Acquisition and subsequent disposal of land at Phase 2, Siemens/Princess Road Campus (2021/12/17B)</p> <p>Approval to action the Council's option agreement to acquire the freehold</p>	Strategic Director - (Growth and Development)	Not before 17th Jan 2022		Report to the Deputy Chief Executive and Strategic Director of Growth and Development	

interest in Phase 2, Siemens/Princess Road Campus, Princess Road, Manchester before thereafter disposing of the site on a long leasehold basis.					
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3. Economy Scrutiny Work Programme – January 2022

Thursday 13 January 2022, 2.00pm (Report deadline Friday 31 December 2021)* **To account for New Year's day Bank Holiday**

Title	Purpose	Executive Member	Strategic Director/Lead Officer	Comments
Updates on sub strategies of the City Centre Transport Strategy	To receive an update on the progress on a number of the sub strategies contained within the City Centre Transport Strategy This will include an update on the activities undertaken to promote active travel and connectivity across the city.	Cllr Rawlins (Executive Member for Environment)	Pat Bartoli Steve Robinson	
Economy COVID19 Sit Rep Report	To receive the most up to date Economy COVID19 Sit Rep report that details how the Council and the city is progressing with the recovery phase of COVID19 against the areas within the remit of this Committee.	Cllr Craig (Leader)	David Houlston Angela Harrington Pat Bartoli Ruth Ashworth	
Overview Report	The monthly report includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.	N/A	Scrutiny Support	

Thursday 10 February 2022, 2.00pm (Report deadline Monday 31 January 2022)

Title	Purpose	Executive Member	Strategic Director/Lead Officer	Comments
Budget proposals 2022/23 - update	Consideration of the final budget proposals that will go onto February Budget Executive and Scrutiny and March Council.	Cllr White (Executive Member for Housing and Employment)	Pat Bartoli Angela Harrington Paul Hindle	
Work and Skills Strategy update	To review the draft refreshed Manchester Work and Skills Strategy including the findings and analysis of the mixed methods consultation activity	Cllr White (Executive Member for Housing and Employment)	Angela Harrington David Houliston	
LTE Group update	<p>To receive an update from the LTE Group on Manchester College for the following areas</p> <ul style="list-style-type: none"> • Quality and performance update; • Progress with the Colleges Estates Strategy; • Core Skills and T-levels; • Performance of Total People's delivery of apprenticeships in Manchester including a breakdown of occupational area and level and success rates 	Cllr White (Executive Member for Housing and Employment)	John Thornhill (LTE Group)	
Manchester Adult Education Service (MAES)	To receive a report from MAES on their quality and performance for the 2020 -21 academic year and their 2021-22 performance self assessment report and 2022/23 improvement plan.	Cllr White (Executive Member for Housing and Employment)	Angela Harrington	

	<p>This will include how MAES has adapted following Covid and responding to the skills challenges in the City.</p> <p>It will also provide an update on ESOL and the ESOL Advice Service</p>			
Economy COVID19 Sit Rep Report	To receive the most up to date Economy COVID19 Sit Rep report that details how the Council and the city is progressing with the recovery phase of COVID19 against the areas within the remit of this Committee.	Cllr Craig (Leader)	David Houlston Angela Harrington Pat Bartoli Ruth Ashworth	
Overview Report	The monthly report includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.	N/A	Scrutiny Support	

Thursday 10 March 2022, 2.00pm (Report deadline Monday 28 February 2022)

Title	Purpose	Executive Member	Strategic Director/Lead Officer	Comments
Manchester Airport	<p>To receive a report on the current economic situation of Manchester Airport following the impact of COVID and the likely predictions for its economic future</p> <p>To include an update on Airport City North</p> <p>To include update on employment and recruitment opportunities at Manchester Airport</p>	Cllr Craig (Leader)	Pat Bartoli	
Manchester's Housing Strategy update	To receive and consider the final draft version of Manchester's Housing Strategy prior to approval by the Executive	Cllr White (Executive Member for Housing and Employment)	Becca Heron Alan Caddick	
Manchester Move Allocations policy	To be confirmed	Cllr White (Executive Member for Housing and Employment)	Alan Caddick	
Economy COVID19 Sit Rep Report	To receive the most up to date Economy COVID19 Sit Rep report that details how the Council and the city is progressing with the recovery phase of COVID19 against the areas within the remit of this Committee.	Cllr Craig (Leader)	David Houlston Angela Harrington Pat Bartoli Ruth Ashworth	
Overview Report	The monthly report includes the recommendations	N/A	Scrutiny	

	monitor, relevant key decisions, the Committee's work programme and any items for information.		Support	
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Themes identified at the Committee's 2021/22 Work Programme setting meeting

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

Theme	Tentative Date of meeting
Manchester Airport	
To include information on addressing the economic recovery of the Airport whilst tackling the Climate Emergency.	

Previous Items identified by the Committee to be scheduled

Theme – Strategic Regeneration				
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Item	Purpose	Lead Executive Member	Lead Officer	Comments

Theme – Transport and Connectivity				
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Item	Purpose	Lead Executive Member	Lead Officer	Comments
Bus Franchising update	To receive a report on the Greater Manchester Mayor's proposals to franchise the region's bus service and the impact this will have on the city's economy.	Cllr Craig (Leader)	Pat Bartoli	

HS2 Bill (To be confirmed)	To receive a report on the HS2 Phase 2b Western Leg hybrid Bill, which will include the HS2 stations at Piccadilly Station and Manchester Airport, the line of route and associated infrastructure.	Cllr Craig (Leader)	Pat Bartoli Hilary Sayers	
Theme - Skills development for Manchester residents aged 16 and over.				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Higher Education provision and its impact on the City's economy	To be determined.	Cllr White (Executive Member for Housing and Employment)	Angela Harrington	
Theme – Growing the Manchester Economy				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Business Survival rates and the impact on the economy	To receive a report that details the survival rate of new start up business within the city and the economic impact to the city when these businesses fail	Cllr Craig (Leader)	Mark Hughes (The Growth Company) Louise Wyman Pat Bartoli Angela Harrington	

Theme - Miscellaneous				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Audit of Temporary Accommodation Costs	To receive a report for information that details the cost of Temporary Accommodation.	Councillor Rahman (Deputy Leader)	Mohamed Hussein	

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