



## **Communities and Equalities Scrutiny Committee**

Date: Tuesday, 8 March 2022

Time: 10.00 am

Venue: Council Chamber, Level 2, Town Hall Extension

Everyone is welcome to attend this committee meeting.

There will be a private meeting for Members of the Committee at 9.30 am in the Council Chamber.

### **Access to the Public Gallery**

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## **Membership of the Communities and Equalities Scrutiny Committee**

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**Councillors** - Hacking (Chair), Ahmed Ali, Azra Ali, Shaukat Ali, Andrews, Battle, Chambers, Connolly, M Dar, Douglas, Evans, Grimshaw, Hilal, Hussain, S Judge, Rawson, Sheikh, Whiston, Wills and Wilson

## Agenda

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**1. Urgent Business**

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

**2. Appeals**

To consider any appeals from the public against refusal to allow inspection of background documents and/or the inclusion of items in the confidential part of the agenda.

**3. Interests**

To allow Members an opportunity to [a] declare any personal, prejudicial or disclosable pecuniary interests they might have in any items which appear on this agenda; and [b] record any items from which they are precluded from voting as a result of Council Tax/Council rent arrears; [c] the existence and nature of party whipping arrangements in respect of any item to be considered at this meeting. Members with a personal interest should declare that at the start of the item under consideration. If Members also have a prejudicial or disclosable pecuniary interest they must withdraw from the meeting during the consideration of the item.

**4. Minutes**

To approve as a correct record the minutes of the meeting held on 8 February 2022.

Pages  
5 - 12

**5. Highway Crime**

Report of the Strategic Director (Neighbourhoods)

Pages  
13 - 44

This report, requested by the Committee, details a summary of data and information related to policing roads in the city.

**6. One Year Extension to the Our Manchester Voluntary & Community Sector and Development Fund Grants Programmes 2022/23**

Report of the Director of Policy, Performance and Reform

Pages  
45 - 52

This report summarises the approach to extending the grant funding arrangements in place with voluntary, community and social enterprise organisations currently funded through the Our Manchester Voluntary & Community Sector and Development Fund Grants Programmes. The report presents the process and timescales for this extension throughout the 2022-23 financial year.

**7. Overview Report**

Report of the Governance and Scrutiny Support Unit

Pages  
53 - 60

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 Our Manchester Strategy, an agreed vision for a better Manchester that is shared by public agencies across the city.

The Communities and Equalities Scrutiny Committee examines the work of the Council and its partners relating to reducing levels of crime, community cohesion, older people and equality and inclusion.

The Council wants to consult people as fully as possible before making decisions that affect them. Members of the public do not have a right to speak at meetings but may do so if invited by the Chair. If you have a special interest in an item on the agenda and want to speak, tell the Committee Officer, who will pass on your request to the Chair. Groups of people will usually be asked to nominate a spokesperson. The Council wants its meetings to be as open as possible but occasionally there will be some confidential business. Brief reasons for confidentiality will be shown on the agenda sheet.

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Smoking is not allowed in Council buildings.

Joanne Roney OBE  
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## Further Information

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

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This agenda was issued on **Monday, 28 February 2022** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 2, Town Hall Extension (Library Walk Elevation), Manchester M60 2LA

## **Communities and Equalities Scrutiny Committee**

### **Minutes of the meeting held on 8 February 2022**

#### **Present:**

Councillor Hacking - In the Chair

Councillors Ahmed Ali, Azra Ali, Andrews, Chambers, Connolly, M Dar, Evans, Grimshaw, Hilal, Hussain, S Judge, Rawson, Sheikh and Wills

#### **Also present:**

Councillor Rahman, Deputy Leader

Councillor Akbar, Executive Member for Neighbourhoods

Councillor Bridges, Executive Member for Children's Services

#### **Apologies:**

Councillors Whiston and Wilson

### **CESC/22/07     Minutes**

The Chair requested that Councillor Grimshaw's apologies be noted for the January meeting.

#### **Decision**

To approve the minutes of the meeting held on 11 January 2022 as a correct record, subject to the above amendment.

### **CESC/22/08             Homelessness Update**

The Committee received a report of the Strategic Director (Neighbourhoods) which set out the position of the Council's Homelessness Service in terms of how it supported local residents and how the emerging transformation programme was seeking to increase the prevention of homelessness, continue the reduction in rough sleeping, reduce the use of temporary accommodation and support residents, with a wide ranging variety of needs, including that of securing a place to call home.

The main points and themes within the report included:

- National, regional and local context;
- Homelessness Strategy and Partnership;
- Finance;
- Equalities and diversity; and
- Risks and issues.

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

- Comparisons with other core cities;
- Improving inclusion and diversity, including on the Housing Board, noting the high percentage of homeless people who were from ethnic minority groups;

- People, predominantly women and children, becoming homeless due to domestic abuse, while the perpetrator was able to remain in the family home;
- What percentage of homeless families were being placed outside the city;
- That homeless families were being dispersed to particular areas of the city with more affordable rents and the impact of this, for example, on rent levels, school places and access to NHS services;
- Whether a ward-level breakdown could be provided of where families were being dispersed to;
- Praise for the work of the homelessness team;
- To welcome the focus on preventing homelessness;
- What was being done to expedite support for tenants to secure accommodation following notice being given under Section 21 of the Housing Act 1988;
- Support for homeless people with drug and alcohol addictions;
- People who were in overcrowded accommodation and hidden homelessness, for example, young people who were couch surfing;
- What was being done to support younger people, including those living with families where they were no longer welcome;
- That more needed to be done to provide suitable and affordable homes in the city, including social rented properties; and
- How the budget was split between those in temporary accommodation and those sleeping rough.

The Director of Housing Operations reported that the high number of people presenting as homeless in Manchester was not dissimilar to levels in London and other cities. He advised that people were approaching the Council at the point of crisis and that work was taking place to increase early intervention to prevent people from becoming homeless. He acknowledged the importance of increasing diversity across senior decision makers and when listening to the voices of local people. He advised that work would be taking place to address this over the coming months and offered to provide Members with further information. He advised that approximately 30% of temporary accommodation was outside of the city, due to the affordability of properties, but that the preference was to house people within the city and that this would be a focus within the transformation work. He acknowledged that at present temporary accommodation within Manchester was concentrated in particular areas and advised that this would also be looked at as part of the transformation work. He also drew Members' attention to the Housing Strategy which was being developed. He offered to provide Members with the requested ward breakdown. In response to the question about homeless people with drug and alcohol issues, he advised that investment during the pandemic had enabled services to engage with homeless people who had been difficult to engage with in the past and provide wraparound support to them, although there were concerns about how long the funding arrangements would be in place. The Strategic Lead (Homelessness) explained how the circumstances of the lockdown and the vastly reduced number of people going into the city centre had impacted on people living on or begging on the streets of the city centre, disrupting the way they had been living and persuading them to engage with services and enabling them to move on with their lives. She advised that discussions were taking place between different services and Greater Manchester Police to look at how this work could continue and how to prevent these people from falling back into a street-based lifestyle.

The Strategic Lead (Homelessness) informed Members about the work that was taking place to prevent and address domestic abuse, following the introduction of the Domestic Abuse Act 2021, and the funding that had been provided by the government to support the additional responsibilities that local authorities had under this new legislation. She advised that this work included support for the Sanctuary and Safe Space Schemes to enable victims of domestic abuse to remain in their own home. She reported that new contracts had been put in place with organisations so that, where victims did need to leave their home, they had access to support including housing, financial support and specific support relating to domestic abuse. She advised that, where a family had been given notice under Section 21 of the Housing Act 1988, the Private Rented Sector Team was working to identify suitable alternative accommodation in the private rented sector to prevent the need for the family to go into temporary accommodation. In response to a Member's question, she reported that the figures on rough sleepers within the report were part of the national count and included rough sleepers anywhere within the city's boundaries, not just the city centre. She advised that the Council was working closely with Centrepont to support young people affected by homelessness, including those struggling to live with family, those who were couch surfing and young people with more complex needs.

In response to a Member's question, the Director of Housing Operations advised that there were families of various sizes who needed suitable accommodation. He acknowledged that it was a challenge to find suitably sized social housing and advised that the Council needed to be creative in working with the private sector to source suitable affordable homes. In response to a Member's question about the cost effectiveness of placing families outside of the city, he advised that this would be looked at as part of the transformation work.

The Deputy Leader advised that, although affordable housing and overcrowding were beyond the remit of the homelessness report, these issues, including the Housing Strategy, could be scrutinised at a future meeting of the relevant committee. In response to a Member's question about whether the Council should be using its influence to get partners to build more social rented housing, the Chair suggested that the Executive Member for Housing and Employment could be invited to a future meeting and that the Committee could look at areas where homelessness overlapped with housing.

The Chair thanked officers and voluntary and community organisations for their work in this area.

## **Decisions**

1. To request a ward-level breakdown of the areas of the city that homeless families are being dispersed to.
2. To request information on how the budget is split between those in temporary accommodation and those sleeping rough.

3. To note that the Director of Housing Operations will provide further information on diversity and inclusion, including in relation to the Housing Board.

### **CESC/22/09 Neighbourhood Directorate Budget 2022/23**

The Committee received a report of the Strategic Director (Neighbourhoods) which stated that, following the Spending Review announcements and provisional local government finance settlement 2022/23 the Council was forecasting a balanced budget for 2022/23, a gap of £37m in 2023/24 and £58m by 2024/25. The report set out the high-level position. Appended to the report were the priorities for the services in the remit of this Committee, details on the initial revenue budget changes proposed by officers and the planned capital programme. The Committee was invited to comment on the proposals prior to their submission to the Executive on 16 February 2022.

The main points and themes within the report included:

- Current budget position;
- Scrutiny of the draft budget proposals and budget reports;
- Next steps;
- Headline priorities for the services;
- Revenue Budget Strategy; and
- Capital budget and pipeline priorities.

The Executive Member for Neighbourhoods provided an overview of the financial position of the Council, including the uncertainty in future years. He highlighted some of the priority areas within the budget, including funding to address gender-based violence and funding to each ward to address their priorities. The Deputy Leader emphasised the Council's commitment to making Manchester a safe city for women and girls and outlined initial work taking place to address this.

The Executive Member for Children's Services informed Members about the proposal within the budget to invest more money in the commissioning of youth services, highlighting that 2022 had been designated as "Our Year", dedicated to the city's children and young people.

In response to a Member's question, the Director of Housing Operations outlined work to monitor and address the effectiveness of Northwards Housing, particularly in relation to repairs. The Executive Member for Neighbourhoods advised that this related to housing management and that a report on this would be considered by the relevant scrutiny committee.

### **Decision**

To endorse the proposals which are relevant to the remit of this Committee.

### **CESC/22/10 Cultural Impact**

The Committee received a report of the Strategic Director (Neighbourhoods) which provided information on the results of the 2020/21 Cultural Impact Survey which



demonstrated how severely the impacts of the pandemic had been felt within the culture sector. An update on workstreams related to the city's Culture Recovery Strategy outlined the role that culture could play in supporting Manchester's social and economic recovery, and the support needed to make this happen. Officers delivered a presentation which provided further detail on the results of the Cultural Impact Survey.

The main points and themes within the report included:

- Cultural Impact Survey 2020/21;
- Manchester Culture Awards 2021;
- Cultural recovery;
- Zero carbon; and
- Cultural Consortium.

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

- Opportunities for young people, including work experience and apprenticeships in the culture sector;
- Improving access to the city's cultural offer, including to people from deprived communities;
- Promoting the city's cultural offer internationally;
- The use of digital platforms for cultural events and how prominent a role this was likely to play post-COVID;
- That culture should be considered in its wider sense, for example, street art;
- The culture should reflect the diversity of the city; and
- That residents should be asked how they felt about culture rather than relying on responses from organisations.

The Deputy Leader reported that access to and participation in culture had been a key focus over recent years and that, while there was further work to be done, significant progress had been made in this area. He drew Members' attention to previous reports that the Committee had received on this work. The Director of Culture advised that there were a number of cultural organisations that offered subsidised tickets, in addition to the city's free cultural content, but that the cost of public transport was a barrier for some people and that engagement officers were looking to provide an increased cultural offer in neighbourhoods.

The Director of Culture outlined the work taking place to introduce young people to careers in this sector, including through the Factory Academy and the MADE cultural education partnership. He advised that the culture sector in Manchester and the work taking place here was being promoted internationally, particularly in international professional networks, including hosting an international congress in Manchester through which it was hoped to increase international co-commissioning and international trade. He also informed Members about research being carried out about the music sector in Manchester. He reported that, during the pandemic, there had been a lot of interest in putting cultural events and content online and that this would continue, noting that this had enabled the sector to connect to people who might not come to cultural venues in the city centre; however, he advised that a lot of people were keen to get back into venues, citing that attendance at HOME had

returned to pre-pandemic levels, and, therefore, he did not envisage digital content replacing physical venues and events. In response to a Member's question, he outlined how the Cultural Consortium would enable a wider range of cultural organisations to be involved in the development of plans for the sector. The Principal Resources and Programmes Officer (Culture) reported that private sector organisations were invited to respond to the Cultural Impact Survey, advising that there was a challenge in getting a balance between gathering enough data for monitoring purposes from the organisations which had received funding and not asking for so much data that it deterred other organisations from responding.

In response to a Member's question, the Director of Culture advised that cultural organisations in the city were responsible for less than 1% of the city's carbon emissions and that the majority of its carbon footprint was from transport and that public transport needed to be improved to address this. He informed Members that residents had been asked about culture as part of the research for the State of the City report and that further information could be provided in a future report to the Committee, if Members wished. He outlined the work taking place to improve diversity, particularly of the leadership of the cultural sector, following on from the findings of the study by consultants The Fifth Sector. In response to a Member's concerns that MADE did not reflect the diversity of the city, he advised that he would pass those comments to the leadership of MADE and provide a response.

The Deputy Leader acknowledged that the cultural sector in the city was not currently representative of the diversity of Manchester but advised that there was a commitment from the sector to improve this and that he hoped that the Committee would be able to see significant progress on this if they looked at this again in a year or two.

## **Decision**

To note the report.

[Councillor Azra Ali declared a personal interest as a Board Member of the Halle.]

## **CESC/22/11            Manchester Libraries Strategy Update**

The Committee received a report of the Strategic Director (Neighbourhoods) which provided an update on the Library Strategy and presented future plans.

The main points and themes within the report included:

- Delivering the Library Strategy during the pandemic and beyond;
- Contributing to achieving the zero-carbon target for the city;
- The positive impact of libraries on local residents and communities;
- Equality, diversity and inclusion;
- Examples of the range of services provided by Manchester libraries; and
- Archives.

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

- To note the high levels of satisfaction across the city from the Public Library User Survey and to recognise the excellent job that library staff were doing;
- To welcome the investment in library buildings;
- Cultural diversification of library stock; and
- What could be done to encourage library membership, particularly in deprived areas.

The Head of Libraries, Galleries and Culture informed Members that the service had done a lot of work in recent years to ensure that the library stock reflected the community that it was serving, that this would continue and that local residents would be asked what they wanted in their libraries. He highlighted the proposal to remove library fines, advising that this was a barrier to using the library for some people.

In response to a Member's question about Archives, the Citywide Services Manager informed Members that a new web catalogue of Manchester Libraries' archive would be launched within the next few months and he highlighted that Manchester was the northern hub for the 1921 census which enabled people to access it for free.

### **Decision**

To recognise the important role of libraries and the commitment of library staff and volunteers.

### **CESC/22/12 Overview Report**

A report of the Governance and Scrutiny Support Unit was submitted. The overview report contained a list of key decisions yet to be taken within the Committee's remit, responses to previous recommendations and the Committee's work programme, which the Committee was asked to approve.

### **Decision**

To note the report and agree the work programme.

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**Manchester City Council  
Report for Information**

**Report to:** Communities and Equalities Scrutiny Committee - 8 March 2022

**Subject:** Highway Crime

**Report of:** Strategic Director (Neighbourhoods)

### Summary

This report requested by the Communities and Equalities Scrutiny details a summary of data and information related to policing roads in the city.

### Recommendations

The Committee are invited to consider and comment on the information contained in this report.

**Wards Affected:** All

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

Our 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	
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	This report will highlight how the work to address road policing and safety contributes towards this outcome by ensuring neighbourhoods are safe and therefore a destination of choice for people to live, visit and work
A liveable and low carbon city: a destination of choice to live, visit, work	

A connected city: world class infrastructure and connectivity to drive growth	
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**Contact Officers:**

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**Background documents (available for public inspection):**

None

## 1.0 Introduction

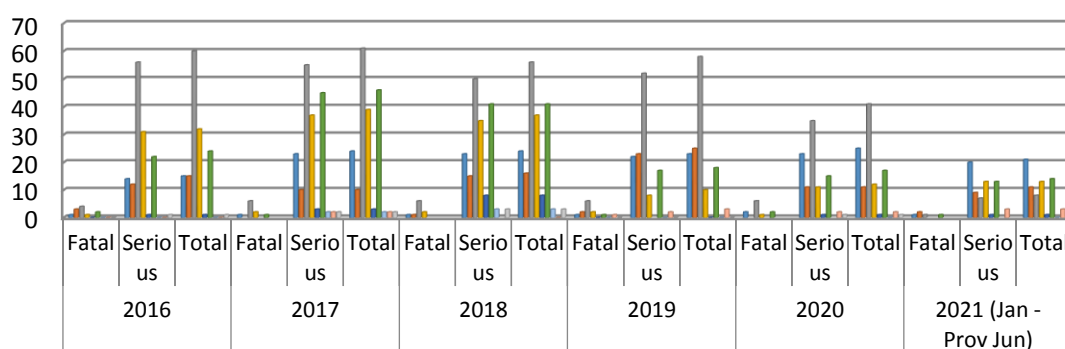
- 1.1 This report seeks to provide Committee members with a response to questions posed by the committee in relation to road policing and includes a summary of work undertaken by Manchester City Council Highways with GMP on road safety.

## 2.0 Response to Questions

- 2.1 *The statistics for KSI by age, user type (pedestrian, cyclists, motorcyclist, car occupant) and cause (speeding, drink/drug, mobile phone, seat belt, dangerous driving, careless driving, failure to stop) for Manchester to show trends.*

The table below details KSI information from January 2016 to June 2021.

**Manchester District - KSI Collision and Casualty data  
Jan 2016 - Provisional Jun 2021**



	2016			2017			2018			2019			2020			2021 (Jan - Prov Jun)		
	Fatal	Serious	Total	Fatal	Serious	Total	Fatal	Serious	Total	Fatal	Serious	Total	Fatal	Serious	Total	Fatal	Serious	Total
Car Driver	1	14	15	1	23	24	1	23	24	1	22	23	2	23	25	1	20	21
Car Passenger	3	12	15		10	10	1	15	16	2	23	25		11	11	2	9	11
Pedestrian	4	56	60	6	55	61	6	50	56	6	52	58	6	35	41	1	7	8
TWPV Rider	1	31	32	2	37	39	2	35	37	2	8	10	1	11	12		13	13
TWPV Pillion	0	1	1		3	3		8	8	0		0		1	1		1	1
Cyclist Rider	2	22	24	1	45	46		41	41	1	17	18	2	15	17	1	13	14
PSV Passenger	0	0	0		2	2		3	3	0	0	0			0			0
Other Driver	0	0	0		2	2			0	1	2	3		2	2		3	3
Other Passenger	0	1	1		2	2		3	3	0	0	0		1	1			0

- 2.2 *How effective are local strategies for roads policing? What are the priorities for roads policing and how is this covered in the GMP police and crime plan?*

The local strategy for road policing is detailed in Safer Transport Team Strategy that it included in Appendix 1.

- 2.3 *An overview of the road traffic section. Does GMP have the capability and capacity to meet its road policing objectives? Is it possible to give an indication of enforcement activity by officers as opposed to cameras?*

Roads Policing Uplift Following the agreement of the Precept increase at the Police and Crime Panel in January, the Chief Constable has provided approval for an uplift in Roads Policing officers, which will almost double the resources in the Roads Policing Unit. A recruitment campaign is ongoing, and efforts are being made to identify officers who have the requisite skills to join GMP. This will enable GMP to be more proactive and allow the provision of further education to the public alongside enforcement activity when necessary. The uplift will increase the number of officers patrolling, stopping, and seizing vehicles, issuing guidance and advice and issuing fixed penalties when required. This in turn, will reduce the number of fatal and serious collisions on the roads of Greater Manchester with officers being dedicated to smaller areas.

### **Key Operations**

- Operation Avro is a monthly forcewide day of action which moves around districts each month. The Safer Transport element of this operation is conducted between the hours 08:00hrs and 20:00hrs.
- Operation Considerate is an ongoing traffic operation which has been developed to educate and engage all road users to enhance road safety. The operation identifies road users who put themselves and others at risk by contravening traffic laws and to stop those found committing and deal with them by means of advice, traffic offence report or court summons.
- BikeSafe is national police run motorcycle initiative, aimed at working with motorcycle riders in a relaxed environment to raise awareness of the importance and value of progressing on to accredited post-test training. BikeSafe workshops cover: attitude, observation, cornering, overtaking, filtering, junctions, group riding, hazard awareness and the system of motorcycle control followed by an observed ride with a police BikeSafe motorcyclist or approved BikeSafe observer.

The table below outlines the reports received from the Greater Manchester public in relation to Dashcam footage. In addition, we receive a large number of issues reported via 101 / online. These are collated and prioritised via the Safer Transport Co-ordination Unit. The Roads Policing / Safer Roads Targeting Team / Traffic PCSOs and Transport Unit are tasked daily to patrol hotspot areas.

GMP conduct speed enforcement every-day utilising hand held cameras.

### **Key Operations**

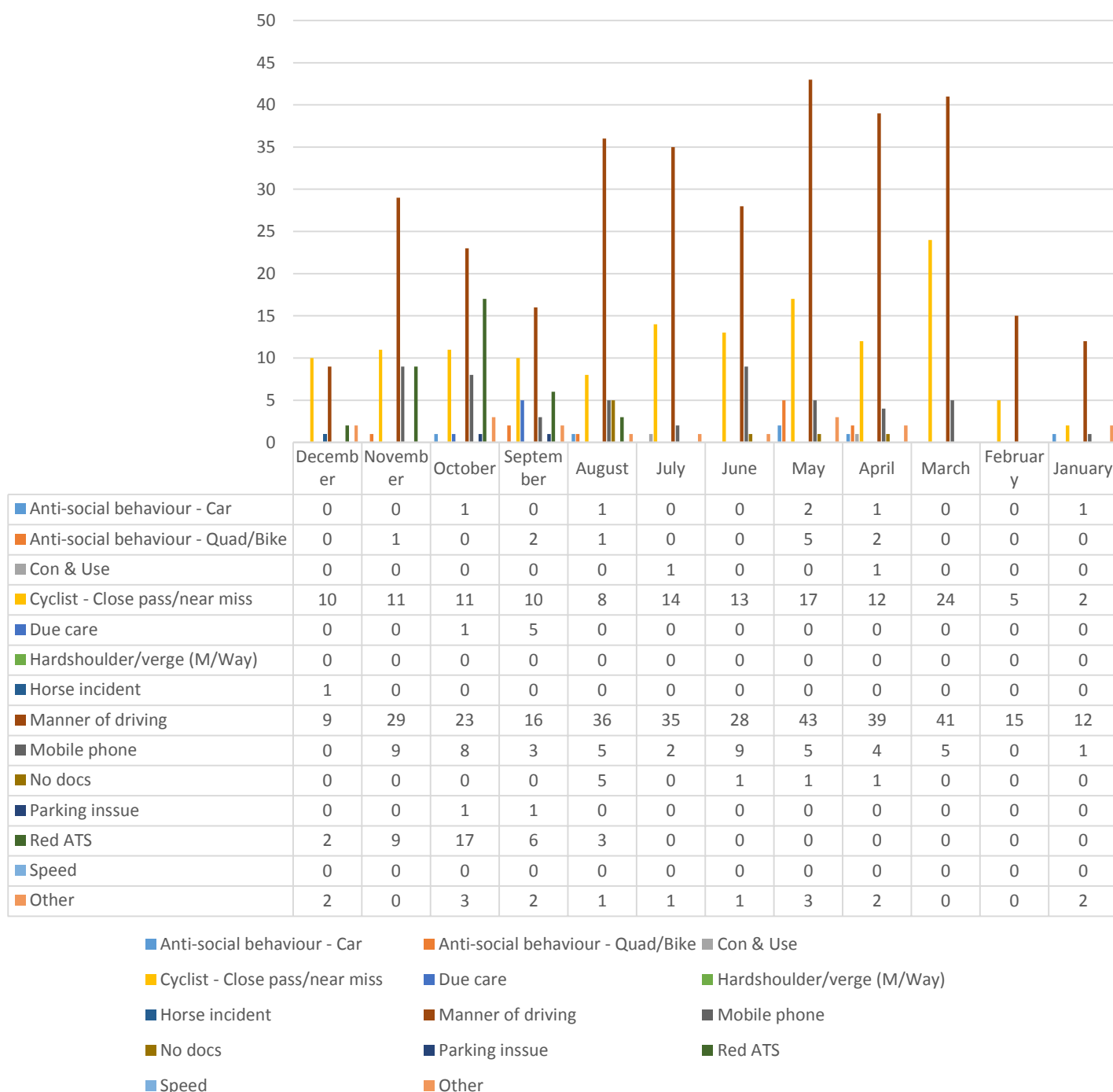
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### OP Considerate - Number of reports by nature of report



#### 2.4 Work of road safety partnership.

The Safer Roads Greater Manchester (SRGM) Partnership is made up of a number of partners and is chaired by GMP. The partners include Transport for Greater Manchester, Local Authority representatives, North West Motorway Policing Group, Greater Manchester Fire and Rescue Service, Greater Manchester Combined Authority, National Highways. The group meets quarterly and discuss casualty monitoring, SRGM funded initiatives, Road Danger Reduction Action Plan and funding opportunities and initiatives.

2.5 *Engagement initiatives. Any examples? Especially with those most at risk - older people, 17 - 24 age group and children. Share good practise.*

There are a number of initiatives that are in place to engage road users, including:

- Safe Drive Stay Alive – Targeting young adults.
- 2WGM – Motorcycling initiative to work with companies / employers (228 companies recruited)
- Speed Toolkit – A resource kit delivered to partners for use.
- Safer Driving for Longer - Safer Driving for Longer scheme is aimed at older road users. This fits in with our Safer Driving for Longer Seminar that is scheduled for 19<sup>th</sup> April 2022. Organisations will be contacted to deliver a 5–10 minute presentation on a topic that is relevant to older road users. (Local Authority – pedestrian safety, National Highways (NH) – what the red X is and smart motorways etc.) and encourage people that come on the seminar that should they consider the driving for longer course.
- BikeSafe – A SRGM initiative whereby Police Motorcyclists engage and educate motorcycle riders.

National Highways North West released funds to support local activity and delivery aligned to their casualty priorities which are commercial vehicles, older road users 70+, car occupants and pedestrians on their network. Bids to this fund were welcomed by all Partnerships in the North West. SRGM were successful in receiving funding and to align with National Highways priorities SRGM are going to use the funding to support our Safer Driving for Longer seminar and courses for the older road users category.

TfGM and GMP are currently conducting intensive research into the fatal collisions within GM to identify recurring themes, the report is not yet complete, but is expected later in the year.

### **3.0 MCC Highways working with GMP**

- 3.1 GMP and TfGM along with the 10 districts work together as part of the 'GM Road Safety Partnership'. In support of this MCC have assisted with the introduction of 'Junior PCSO's' across several schools. As part of the 'Junior PCSO' project GMP will send in PCSO's to meet with the pupils and we arranged Q and A sessions with Civil Enforcement Officers. Here the pupils can ask questions about the role of the PCSO's, and more generally discuss road safety. Highways arrange for Junior PCSO's to go out with GMP to use speed detectors to check car speeds outside the schools.
- 3.2 Highways provide pupils with surveys to fill in with GMP regarding driver behaviour they see in the vicinity, such as parking on zigzags and GMP will talk to parents about their dangerous driving/parking. This also includes parents getting involved using the speed detectors and discussing issues with GMP /CEO /MCC. The Junior PCSO's will regularly go out 'on patrol' with GMP's PCSO's - observing & talking to parents in vehicles about various

issues like bad parking and idling vehicles. Information gathered can be used by the school in newsletters etc.

Bike-ability cycle training is completed with schools, on average (and on a normal year) MCC completes annually around 5,000 courses with primary school children.

- 3.3 GMP will show Junior PCSO's around a police van or car and CEO's have shown the pupils around their CCTV car, including how the camera works and how it can be used to take pictures of cars - demonstrating how the telescopic lens can take a wide variety of images.
- 3.4 MCC are jointly working with GMP and TfGM to develop other opportunities, such as 'Car Accident Investigators', for high school pupils and combining this with other road safety projects, such as community speed watch and 'road-safe' communities'. Groups of high school students will be presented with a real-life crash scenario and working with GMP the pupils go through the process of an investigation. The pupils will use their physics skills to work out things like speeds, stopping distances etc. They also analyse witness statements and conclude how the crash occurred. This is to encourage potential new drivers to think about what causes crashes such as distractions, mobile phones etc. and reinforce the messages of the potential risks -helping to make the students safer drivers.

Community speed watch and 'road safe' campaigns are being rolled out across Greater Manchester. TfGM, GMP and MCC are working together to empower local people to raise speed awareness throughout their communities. This involves the provision of materials such as '20mph' roundel posters, wheelie bin stickers and banners. GMP will also undertake some speed monitoring upon request.

GMP have always been of great assistance in road safety awareness weeks, in schools, colleges and with university students throughout the city. The last road safety week was 15-21 November 2021 and the activities included:

- Launching new Junior PCSO schemes and activities.
- Speed checks - pupils use the speed detectors and record results.
- Discussions on safer ways to walk to school.
- Pupils issuing mock notices to parents in cars when idling/parked badly with the yellow envelope containing a message/image created by pupils.
- Cycling activities -including a safe space to ride for the local community to cycle in a safe environment (aimed at those who may not have been on a bike for a long time). Bike doctors for adults who can have their own bikes checked for maintenance.
- Driving simulator - brought to a couple of High schools with GMFR, aimed at younger people who may be about to start learning to drive.
- Theatre workshops - presenting a short play followed by Q and A about road safety issues.

- 3.5 MCC's Traffic Team have a close working relationship with GMP in regard to local speeding concerns. Reports and queries from residents and community representatives are shared between both parties so future improvements can be considered while immediate enforcement takes place.
- 3.6 GMP share collision data with TfGM and MCC to enable research to be completed into the causes of road traffic accidents and to enable us to develop programmes of work and target funding to those area where we can have a real impact on both the number and severity of accidents. The current road safety programme is a good example of that.

#### **4.0 Recommendations**

The Committee are invited to consider and comment on the information contained in this report.

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## Safer Transport Team Strategy 2020

### Document Control Panel

Title	Safer Transport Team Strategy
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Origination Date	01.07.20
Owner	Superintendent. Safer Transport Team
Plan Approved By	
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### **Safer Transport Team - Control Strategy:**

***We will work in partnership across Greater Manchester to make our neighbourhoods safer by delivering improved road safety and improving the personal safety for everyone using public transport, to ensure a safe end to end journey.***

#### **Our commitment:**

We will:

- Target those who commit offences or anti-social behaviour on our transport network, through the use of our combined enforcement powers. Particular emphasis will be around high-risk drivers and vulnerable road users.
- Focus our partnership resources upon hot-spot areas to increase public safety and reduce the number of fatal and serious injury road traffic collisions.
- Increase the public safety of our transport networks through prevention with a focus upon education and the taking of opportunities to design out problems. Working with partners we will encourage the use of sustainable transport to reduce the negative impacts of car use.
- Working with partners we will encourage the use of sustainable transport to reduce the negative impacts of car use.
- Engage with the public of Greater Manchester to assist them to feel safer whilst travelling, whether they use public transport, cycling, walking, riding or using a vehicle to improve their end-to-end journey experience.
- Collaborate with other road safety stakeholders and the public to continue to problem solve, share intelligence and develop existing practices to help us to make the transport networks in Greater Manchester even safer.
- Research and harness future technology and innovations to reduce fatalities and injuries on the transport network.
- Engage with academia to probe and explore national and international operating methods to develop tactics and infrastructure to reduce fatalities and injuries across the transport network.

#### **GMP Safer Transport Objectives:**

1. Reduce the number of fatal and serious injury road traffic collisions on the roads of Greater Manchester.
2. Ensure Safer Roads, free from harm.
3. Enable Secure Roads, free from the threat of serious crime and terrorism.
4. Create Efficient Roads that promote public confidence and satisfaction.
5. Working with partners we aim to improve safety and security across public transport, offering reassurance to passengers.

The objectives for GMP will be delivered under each of the following strands:

- a) Safe Roads
- b) Safe Speeds
- c) Safe Vehicles
- d) Safe Road Users
- e) Post-Collision Response



## f) Public Transport

**A. Safe Roads:**

We will be clearer in identifying high harm routes and will use all available technology to detect and disrupt offending on the road ranging from organised criminality to low level offending. We will continue to embrace the use of technology. We will undertake targeted enforcement of high-risk driver offenders and high risk vehicles (e.g. freight and goods vehicles and cycling / pedestrian safety operations) using appropriate combined intelligence. We will work with our partners to coordinate publicity and enforcement campaigns utilising all available media methods.

We will deliver a calendar of operations, including NPCC and TISPOL calendars, focusing on dangerous road user behaviours namely the nationally recognised “Fatal 4”:

1. Drink and drug driving
2. Speeding
3. Driving whilst Distracted
4. Non wearing of Seatbelts.

GMP will include Careless and inconsiderate driving as part of ongoing operations.

**B. Safe Speeds:**

We will:-

- adopt the principles of intelligent enforcement and engage with the public to improve awareness and shared expectation of the dangers of excessive speed.
- enforce safe speeds especially on those high harms routes and hot spot locations.
- proactively target high risk locations on the network to reduce road danger e.g issues affecting people walking, cycling or motorcycling; such as turning across the direction of travel or close pass.
- work with our partners to ensure sustained educational inputs are delivered to improve safety on the transport networks with a particular focus on the most vulnerable road users.
- continue to support the Safe Drive Stay Alive delivery to younger drivers and passengers and seek to understand outcomes through academic assessment.
- continue to deliver BikeSafe, a motorcycle skills workshop designed to reduce the number of road traffic collisions involving motorbikes by further improving the skills, knowledge and hazard awareness of experienced riders.

**C. Safe Vehicles:**

We will:-

- explore and utilise appropriate technology to help reduce the numbers of collisions and persons killed or seriously injured.
- change behaviour and attitudes through greater use of social media to engage with road users for education and publicity.

- continue to develop our staff with continuous professional development as technology in vehicles develops. For example recognising that the increasing number of hybrid and electric vehicles on the roads requires staff to continually refresh their knowledge around these vehicles (e-scooters / electric bicycles).

#### **D. Safe Road Users:**

We will:-

- work with partners as part of a safe system approach to protect the most vulnerable who use our roads, including targeting dangerous junctions.
- look at the best ways to share space and to encourage compliance to enhance safety for all under a 'sharing the road' principle.
- deliver Community Speed Watch across Greater Manchester involving our communities in our work to improve the safer usage of our roads.
- Consider the development of opportunities in partnership, to address issues public transport users face, to improve confidence and perception of public transport.

Our aim is to reduce the number of casualties involving stolen motorcycles and vehicles by promoting theft prevention, using appropriate resources, so that our neighbourhoods will be safer to walk and cycle around with a year on year reduction in collisions.

#### **E. Post- Collision Response:**

We will:-

- ensure that where circumstances are appropriate collisions are responded to, reported on and investigated effectively.
- continue to support families and work alongside victims of road collisions.
- continue to provide appropriate welfare/wellbeing support to our own staff who respond to fatal and serious road traffic collisions.
- Collaborate with strategic and tactical partners to enable the investigations of fatal collisions to identify patterns and root causes to inform the ongoing operations and tactics

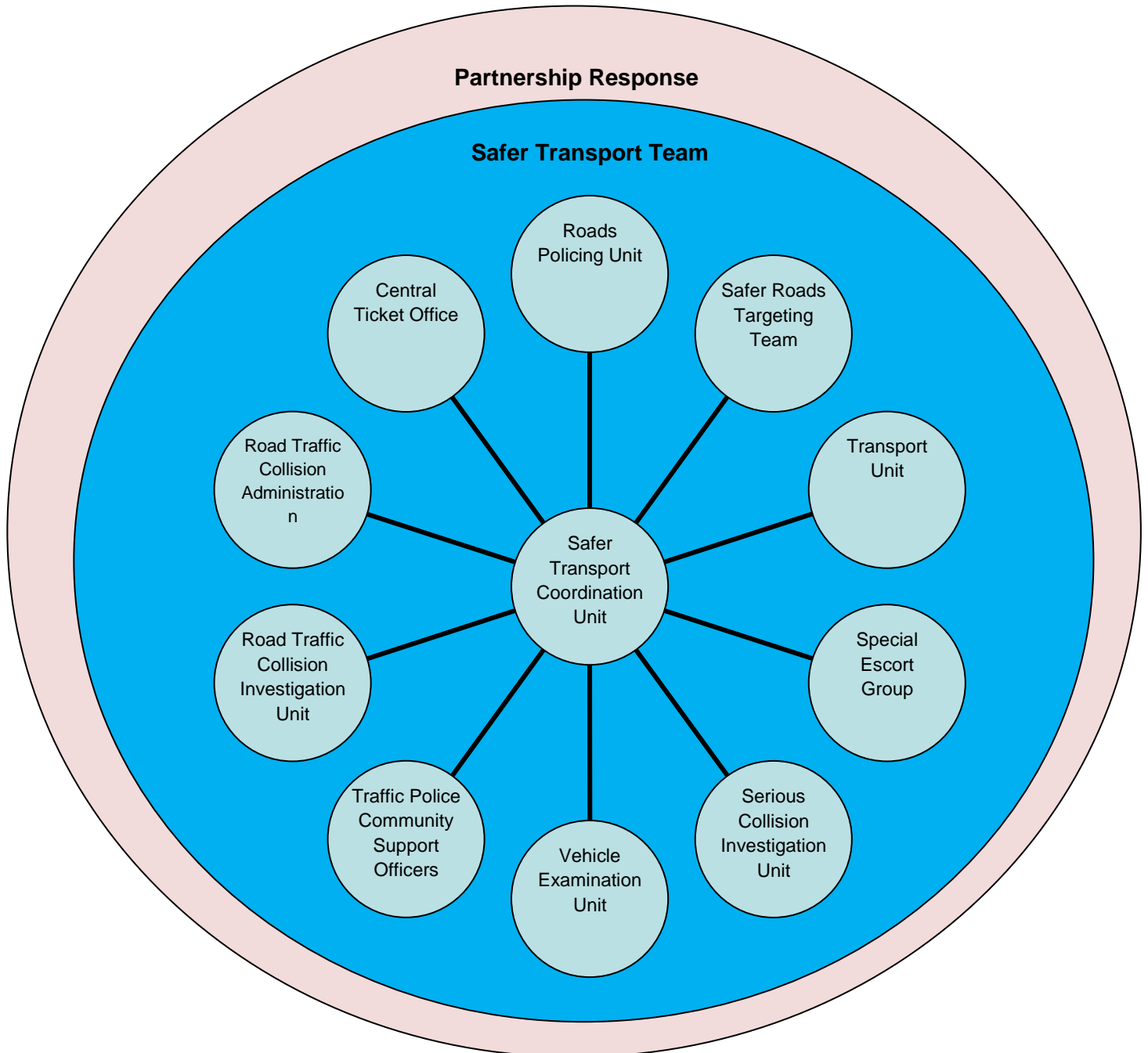
#### **Public Transport:**

We will:-

- Provide joint leadership to the Greater Manchester TravelSafe Partnership and support collectively agreed tactical priorities
- utilise all information and intelligence available to us from a wide range of sources to manage instances of crime and anti-social behaviour occurring across the public transport networks.
- provide visible Policing deployments across the tram and bus networks with the aim of improving public confidence and perception in those modes of transport.

**Tactical Delivery:**

The following tactical element is aimed at demonstrating the options available to GMP and to ensure that we as an organisation continue to work towards the over-arching Safer Transport Team strategy and that each team within the Safer Transport Team understands their role to help deliver it. This will be achieved through effective leadership, sound planning and will be documented in an auditable plan as below. This plan will be evaluated, reviewed and updated where necessary.



All leaders within the Safer Transport Team will have responsibility for developing and delivering tactical plans that will accommodate the key points contained within the control strategy, ensuring the professional standards of Greater Manchester Police are maintained throughout. The plan is built around the current assets available within the Safer Transport Team.

### **Safer Transport Team:**

The introduction of the Safer Transport Coordination Unit in 2020, brought with it the coordination of deployments enabling the use of all available resource skills, dependant on the threat level and demand. The Coordination Unit have taken responsibility for sharing intelligence across all Specialist Operations Branch assets where there is an elevated threat, harm and risk to Greater Manchester. Intelligence is routinely provided to the Safer Transport Teams to ensure enforcement action is taken against those drivers that are the highest risk to our communities.

The Safer Transport Coordination Unit is the key to bringing all aspects of service delivery together, using the available internal and external data to identify key threats, whether that be individuals or areas, down to individual roads. The deployment against these threats is where the teams join up, i.e. TPCSO's delivering roadside operations alongside the Safer Roads Targeting Teams and the Transport Unit enforcement week, again working with STT colleagues in collaboration with external partners. Aligning the deployments of staff with the threat matrix has seen immediate benefits.

Activity is coordinated against the NPCC and TISPOL calendars but also incorporates local roads policing issues. Including the Safer Roads Greater Manchester (SRGM) campaign activity. The very nature of the work that the Safer Transport Teams is engaged with means we have preventative teams (STCU/SRTT/TPCSO/RPU/TU), reactive teams (RPU/SCIU/TU) and post incident teams (SCIU/RTCIU). The components all come together through the developing STCU processes and governance meetings, which are Threat Harm and Risk focused and have a defined risk assessment process.

GMP will work closely with Transport for Greater Manchester utilising their control room in order to facilitate joint working during operations, patrolling and incident management.

There is a clear emphasis of joined up tasking and coordination within the Safer Transport Teams with all elements of the STT working towards the data within the threat matrix. A National Decision Making based approach that incorporates internal and external data sets, including from OCB, speed complaints from the community and KSI data is utilised. Where there is a specific need, e.g. drink drive campaign, there will be a request to the Force Tasking and Coordination Group for funding to support delivery.

In order to deploy proactively in an effective way we need to understand the various data profiles and demand streams. From this we can identify the threats, populate the matrix and deploy directly to them. We can use this to develop more intensive enforcement and preventative deployments, e.g. one road one week type events and larger force-wide operations. The use of an analyst will provide the STT with an understanding of the current threats and trends, ensuring we can focus our work towards it, including through media.

**Cycling and walking** have a crucial role to play in building a more sustainable, environmentally-friendly and efficient transport network in Greater Manchester. GMP continue to work closely with TFGM, local councils and other partner organisations to promote cycling and walking to as many people as possible with the aim that walking and cycling becomes the natural choice for short journeys with the understanding that this will bring clear environmental and health benefits. To achieve this GMP aim to reduce the number of collisions year on year involving pedestrians and cyclists throughout Greater Manchester to provide our communities with the confidence to leave their cars at home and walk or cycle to their destination. This aim is demonstrated through the Operation Considerate roadside operations which enforce offences and educate road users around the dangers of close passing of cyclists on the roads of Greater Manchester. Recent deployments to the Oxford Road corridor in Manchester allowed significant education to the student community around cycling with no lights and no helmets.

GMP will continue to support walking and cycling schemes throughout Greater Manchester both in the strategic delivery of these schemes but also operationally to ensure that our communities feel safe and confident to walk and cycle along the schemes. This support will commence with the schemes that are scheduled to be trialled in Levenshulme and North Burnage in the early part of 2021. Continued support will be maintained as further walking and cycling schemes are developed throughout 2021 and beyond.

The governance around walking and cycling schemes continues to be delivered by the TFGM led Bike Hire Management Board will be supported by GMP. This meeting provides the tactical parameters around the delivery of the walking and cycling strategy led by Manchester's cycling and walking commissioner.

This forum allows GMP insight into the development and location of bike hire schemes across Greater Manchester which can then be cascaded to internal GMP districts and branches. This forum allows concerns to be raised, discussed and resolved in a timely fashion. This has been demonstrated in the early successes of the e-Scooter hire trial on the University of Salford Peel Park and Frederick Road campuses. This scheme is showing some of the highest utilisation rates in the country with only 6 instances of e-Scooter theft recorded. GMP's early engagement allowed the project and its implementation to be supported at an early stage.

Safer Roads Greater Manchester (SRGM) is a well-established partnership chaired by GMP. This partnership is committed to reducing the number and the risks of deaths and injuries on Greater Manchester's roads. The partnership carries out analysis, campaigns and other activities to promote awareness of specific road safety issues and to improve safety across Greater Manchester as well as providing appropriate support where the need is identified.

The Strategic and Tactical Travelsafe partnership are well established and manage partnership issues specifically around improving the perception of safety and security across the public transport network and managing instances of Crime and Antisocial Behaviour occurring on the transport network.

There is a clear internal governance process in place to ensure direction is achieved throughout the Safer Transport Teams as below:

The introduction of the Safer Transport Team Daily Management Meeting in February 2020 ensures that resources are moved to meet the highest threats for that day as agreed by the Safer Transport Team Bronze. This meeting ensures there is operational direction and additional staff can be moved to meet the operational threat and demand.

A monthly tasking meeting is held across the roads based activity to understand the key threats and a review of the strategic direction. This meeting encompasses a review of the threat matrix and current local and national campaigns. In addition there is a fortnightly review of the Transport Unit deployments in line with the Tactical Priorities as set by the Travelsafe Partnership. Deployments are set to provide visibility and confidence across the Transport network but also to assist with the current identified threats via the Coordination Unit. Two performance meetings are held. The first being an operational performance meeting to identify and drive performance across the teams to ensure goals and expectations are understood and achieved.

The second meeting is a strategic coordination meeting which reviews the roads policing threats, reviews intelligence and updates around operations (national, regional or local.) This meetings sets the strategic oversight of where are resources are being tasked and to what threat.

#### **Aims and Objectives:**

The primary aim for all staff within the Safer Transport Teams is to achieve a year on year reduction in fatal and serious injury collisions. This will be achieved working collaboratively with all Safer Transport Team departments and our external partners.

The Safer Transport Team have a 5 year plan to achieve a **10% year on year reduction** in fatal road traffic collisions starting from 2021. This would require a continued STT focus with district and partnership support. Clearly it is difficult to demonstrate what has been prevented by Police deployments, so the STT can only focus on KSI statistics with the breakdown of casualty type used to inform tasking process and operational focus, e.g. vulnerable road users or motorcyclist. Other measures can be considered for Op Tutelage (i.e. numbers uninsured who then insure - success rates), NPCC campaign results, speed complaint process (e.g. reduced complaints demonstrate success of deployment approach), D71 reports (e.g. reduction in force figures / number of reports).

A further aim of the Safer Transport Teams is to **increase the positive intelligence outcomes to 20%**. The current outcome rate is 11% so concentrated work in this area needs to be sustained to achieve this rate. The aim is to focus resources towards high risks drivers and ensure that our communities recognise that we act upon the intelligence they supply to us.

#### **The Future of the Safer Transport Team:**

An internal review of Safer Transport Team resources is being undertaken to ensure the deployable assets are directed towards the current threats. In 2020 that threat is the increase in fatal road traffic collisions.

The aim is to increase the number of 'one road' type operations in the key threat areas, an increased presence on the Strategic Road Network to enable enforcement rather than a response capability (i.e.

tackling high speed and reacting to ANPR hits for uninsured drivers) and an increased ability to support districts with local threat areas (i.e. focusing on those districts rated 'high' within the threat matrix) to support district road safety leads. The ability to saturate high risk areas with dedicated resources, the targeting of high risk vehicles and drivers would be the norm as opposed to the exception.

The responsibility for enforcement of high risk drivers in high risk locations is not just one for the Safer Transport Teams, but lies across all districts within GMP. Training and enforcement days of action across districts involving joint working between Safer Transport Teams and district staff will continue to be developed.

Currently the CTO speed thresholds are set on the basis of resource availability and capacity, as opposed to road safety and KSI reduction. The aim is that we use the cameras in conjunction with enhanced patrolling and as an investigative tool - i.e. targeting high speed drivers proactively alongside an appropriate media strategy to promote activity. The funds generated from the CTO should be redistributed to fund proactive operations to mitigate the threats.

#### **Problem Solving:**

Safer Roads Greater Manchester fund several different projects that have the potential to change attitude and behaviour of drivers.

- DriveSafe - **Safer Driving for Longer** (SDfL) courses delivered by DriveSafe focus on an ageing population and the potential for increased injury severity due to age related frailty. The scheme helps improve road safety for all road users through education and awareness with an assessment; and promotion of sustainable travel alternatives to driving. Due to the nature of Safer Driving for Longer, particularly the on-road training element, it is intended to resume this course once on-road training resumes for National Driver Offender Retraining Scheme (NDORS).
- Following on from SDfL courses, the **Safe Driving Seminar** was developed. The seminar, for drivers aged 60+, takes the format of guest speakers; topics; and discussion points from a variety of the SRGM Partners [Greater Manchester Fire & Rescue Service (GMFRS), Highways England, GMP, TfGM etc.]. Speakers offer advice on driving – including Smart Motorways, health and alternatives to driving; and more.
- **Safe Drive Stay Alive (SDSA)** younger driver and passenger initiative was successfully delivered to circa 12,000 16-18-year olds in GM during 2019. Performances are based around a series of short, emotive films, and live speakers from each of the emergency services. It also includes presentations from members of families whose lives have been affected by a serious road traffic collision. This project is funded by SRGM.
- **GMP BikeSafe** 'BikeSafe' is a national, Police (NPCC) led, motorcyclist advisory, assessment and referral scheme whose goal is to reduce the amount of road casualties. Bikesafe is being enhanced

through funding provided by Safer Roads Greater Manchester to upgrade delivery to vulnerable user groups.

- **SRGM Publicity** Marketing and Communication activity – encourage long-term behaviour change, increase awareness of the risks and consequences of unsafe behaviour and co-ordinate partner activities and complement campaigns and enforcement programmes. This activity works alongside GMP's themed campaign work through media and road side operations. This important work is to challenge and influence better road user behaviour.
- In addition GMP continues to engage with the NDORS system for referral of drivers/offenders for remedial training post offence.
- **Fatal Research Project.** Research into the root causes of fatal collisions is currently being undertaken. One of the aims is to identify lessons learnt to facilitate root cause investigation as an ongoing process. This requires collaboration between GMP and TfGM. The rollout of the DfT CRaSH system will improve access to collision information.

Road Safety remains a priority for GMP and the SRGM partnership and as a partnership it looks at sources of funding to reinvest into the transport safety activity. Current access to funding has come from SRGM, Highways England in relation to driver's hour checks and from the regional commercial vehicle unit. GMP also receive funding from cable release fees.

#### **Safer Transport Coordination Unit:**

- Will disseminate the information and intelligence for all staff in the Safer Transport Teams. This will enable priority locations, priority targets (high risk drivers) and priority groups (Organised Crime Groups) to be identified. Intelligence will be shared with district Hub's, national and regional forces to ensure joint understanding of risk.
- Will identify high-risk offenders more likely to cause fatal and serious injury collisions by reviewing intelligence from:

Operation Wolverine: Deals with vehicles seized by GMP under section 165 for no insurance and no driving licence.

Operation Revoke: Targets licence revocations for high harm and high-risk drivers including those with poor eyesight, medical conditions, substance misuse and other risk factors

Operation Tutelage: Deals with ANPR activations for no insurance.

Operation Considerate: Deals with low level traffic offences and single on line home for dashcam and cycle camera submissions by members of the public. Assist with roadside operations specifically enforcing around low level traffic offences.



Operation Marshall: Deals with all car cruising activity within GMP and cross-border liaison with our regional partners around car cruising. Support will be provided to districts in GMP.

Drivers who are identified through speed enforcement at high speeds (Central Ticket Office).

Intelligence generated from D71 reviews

#### **Roads Policing Unit:**

- Will provide 24/7 roads policing cover to GMP force area, including Policing of the strategic road network (SRN).
- Where circumstances are appropriate will respond to reports of road traffic collisions, provide an initial response to serious and fatal road traffic collision and provide resilience to the Serious Collision Investigation Unit where required.
- Will provide high visibility deterrent across the roads of GM, identifying and dealing with offences, focusing on those categorised within the 'Fatal 5' contributors – careless driving, drink/drug driving, excessive speed, mobile phone use and seat belt offences.
- Will continue to use Automatic Number Plate Recognition in the detection of stolen cars and motorcycles and by doing so prevent fatal or serious road traffic collisions. ANPR will also be utilised to identify road traffic offences like uninsured vehicle use but also in uncovering cases of serious crime. This disruption of criminal activity will be both reactive and proactive.
- Will provide a Policing response to pursuits, managing in line with Authorised Professional Practice relating to Police Pursuits and utilising all available tactical options.
- Will support the force, through the tasking processes, by delivering against actions and operations.
- Support the National operations via NPCC and TISPOL calendars focusing on dangerous road user behaviours.

#### **Safer Roads Targeting Team:**

- Provide a proactive response and enforcement capability to roads safety across Greater Manchester along with support to operations through specialist skills.

- Lead on the National Police Chiefs Council and European Traffic Police Network campaigns with the current engagement calendar, covering operations to target – bus and trucks, seat belts, mobile phone use, drink/drug driving (seasonal operations), powered 2 wheeled criminality, carriage of chemicals and dangerous goods, speed, tyre safety and no insurance.
- Provides an enforcement capability to Operation Tutelage, the operation around ANPR activations for no insurance.
- Provides a deployable resource for intelligence tasking where the risk is proportionate, given the additional vulnerability on motorcycles.
- Support local district Policing teams and local authorities with the enforcement of illegal use of off-road bikes on the roads under Operation Camenca utilising appropriate legislation. The team will gather and disseminate intelligence to enable both Police and Partnership enforcement.
- Work to reduce the impact of transport on the environment - particularly in terms of clean air and carbon reduction by targeting cars and commercial vehicles that are anti-social through pollution.

#### **Special Escort Group:**

- Provide secure Cat A prisoner movements
- Provide VIP escorts for protected persons and high profile ceremonial movements.
- Provide secure movements for protected witnesses
- Provide counter terrorism movements.
- Provide high risk convoy movements.
- Provide abnormal load escorts.

#### **Transport Unit:**

- Provide a pro-active policing presence in partnership across the Greater Manchester Transport Systems to reduce criminality and anti-social behaviour, improve public confidence and deliver on road safety across the entire Greater Manchester area.
- Tackle crime and anti-social behaviour (ASB) on the transport network to increase public confidence and perception of travel safety.

- Provide visible policing deployments across the tram and bus networks with the aim of improving public confidence
- Provides a visible deterrent to terrorist activity across Greater Manchester. Staff will respond in both uniform and non-uniform to respond to specific threats or crime series.
- Work with the Travelsafe Partnership and jointly manage problems and solutions to tackle crime and disorder on public transport throughout Greater Manchester.
- Focus on travel related issues such as inconsiderate driving and cycling, parking on pavements causing pedestrian/wheelchair blockages and yellow box infringements. They will focus on other road related issues such as offences relating to no seat belt and use of mobile phone offences.

#### **Serious Collision Investigation Unit:**

- The Unit will respond to all collisions on the roads of Greater Manchester Police that involve fatal, life threatening or life changing conditions as well as all fatalities on the Metrolink.
- The Unit will respond to any collisions that are likely to:
  - Attract significant media attention
  - Involve a reputational risk to GMP
  - Be referred to the IOPC / PSB
  - Serious crime by use of a vehicle
  - Work related death involving vehicles
  - Apparent suicides on the motorway network

#### **Vehicle Examination Unit:**

- Provide GMP with a specialist vehicle examination capability in respect of stolen vehicles and vehicles involved in serious and fatal road traffic collisions.
- Provide support to the force by confirming the identity of stolen vehicles, either those recovered to rota garages or by attending warrants and examining on site, e.g. 'chop shops',
- Provide assistance at roadside operations tackling the movement of stolen plant, machinery and caravans by transient offenders.

**Traffic Police Community Support Officer's:**

- Provide a reactive and investigative option for minor road traffic collisions, support to serious and fatal road traffic collisions (scene management); attend to abandoned vehicles, vehicle obstructions and traffic management.
- Make engagement and education schemes a priority. Support NPCC, TISPOL and GM Mayoral campaigns, aligning to TfGM and safer Roads GM priorities, Operation Considerate roadside operations, support to community events and multi-agency events.
- The TPCSO team will support local district and the Special Constabulary with speed enforcement operations both in terms of training and deployment.
- The TPCSO team will work with the Neighbourhood Confidence and Equality team to implement Community Speed Watch within Greater Manchester supporting district neighbourhood teams and local communities to address local concerns about speeding.

**Road Traffic Collision Investigation Unit:**

- Take responsibility for investigating and finalising collisions occurring within Greater Manchester. These are collisions recorded by GMP officers and staff and those reported by the public.

**Road Traffic Collision Administration:**

- Take responsibility for all aspects of administration around collision reports.

**Central Ticket Office**

- Deal with statutory enforcement of road speed limits across GM and work with crime reduction staff on road safety speed awareness-
- Work in partnership with Highways England, TfGM and NDORS / UKROEd in the delivery of enforcement, education and course provision for eligible offenders.
- Deploy camera technicians to manage the enforcement cameras and processing of offences across Greater Manchester.
- CTO will process fixed penalty notices relating to roads policing and those that apply to crime, such as minor public order, dispersal notices and cannabis possession.

**Appendix A:****Greater Manchester Transport Collaboration EPIC control strategy**

This identifies which agency is responsible for which work stream.

**Greater Manchester Transport Collaboration EPIC – Control Strategy**

We will work in partnership across Greater Manchester to make our neighbourhoods safer by delivering improved road safety and improving the personal safety for everyone using public transport.

We will work as a Safer Travel GM partnership to:-

- Target those who commit offences or anti-social behaviour on our transport network, through the use of our combined enforcement powers.
- Focus our partnership resources upon hot-spot areas to increase public safety and reduce victimisation.
- Increase the public safety of our transport networks through prevention with a focus upon education and the taking opportunities to design out problems.
- Engage with the public of Greater Manchester to make them feel safer whilst travelling, whether they use public transport, cycling, walking, riding or using a vehicle.

	<b>Enforcement</b>	<b>Prevention</b>	<b>Intelligence</b>	<b>Communication</b>
<b>GMP</b>	<p>Set target rates of operation to manage capacity and priorities.</p> <p>Undertake enforcement of high-risk driver offenders and high risk vehicles (e.g. freight and goods vehicles and cycling / pedestrian safety operations) using appropriate combined intelligence.</p> <p>Deliver a calendar of operations, including NPCC and TISPOL calendars, focusing dangerous road user behaviours such as the "Fatal 4":</p> <ol style="list-style-type: none"> <li>5. Drink and drug driving</li> <li>6. Speeding</li> <li>7. Driving whilst distracted</li> <li>8. Non wearing of Seatbelts.</li> </ol> <p>Incorporating Careless and inconsiderate driving.</p> <p>Work with Partners such as DVSA and Taxi Licencing</p>	<p>Set target rates of operation to manage capacity and priorities.</p> <p>Patrol activities including:</p> <ol style="list-style-type: none"> <li>9. Corridor patrols by motorcycle during peak periods.</li> <li>10. Neighbourhood and Bee Network Patrols by e-bicycle.</li> <li>11. Target hot spot locations on the network to reduce road danger e.g.: issues affecting people walking; cycling or motorcycling such as turning across the direction of travel or close pass etc.</li> </ol> <p>Implement Community Speed Watch across GM.</p> <p>Prevent casualties involving stolen motorcycles and vehicles by promoting theft prevention, using appropriate resources.</p> <p>Issue warning letters and notices through application of intelligence via Op Considerate and Op Ballater.</p> <p>Deliver the BikeSafe motorcycling safety initiative.</p>	<p>Sharing and allocation of intelligence and FWIN's logged by the GMP Operational Communications Branch; and received directly by GMP Traffic (e.g. D71 'Vehicle Nuisance') to the most appropriate Operation. Use CRaSH to identify root causes of collisions prioritising fatal and serious collision.</p> <p>Identify high-risk offenders more likely to cause fatal collisions by combining intelligence including from:</p> <ol style="list-style-type: none"> <li>12. Op Considerate (third party reporting).</li> <li>13. Op Wolverine (insurance and vehicle finance fraud).</li> <li>14. Op Tutelage (Motor Insurance Database). Due to go live nationally in October.</li> <li>15. Op Ballater (car cruising activity).</li> <li>16. Central Ticket Office (e.g. response to Notice of Intention to Prosecute etc.).</li> <li>17. Op Revoke (targeting licence revocations for high harm and high-risk drivers including those with poor eyesight, medical conditions, substance misuse and other risk factors).</li> <li>18. DVSA Freight</li> </ol>	<p>Promote activity through the media and via GMP's Roads Policing Social Media.</p> <p>Coordination of forward plans for operational activities to enable coordination with TfGM marketing and communications.</p> <p>Facilitate the publishing of monthly casualty data.</p>

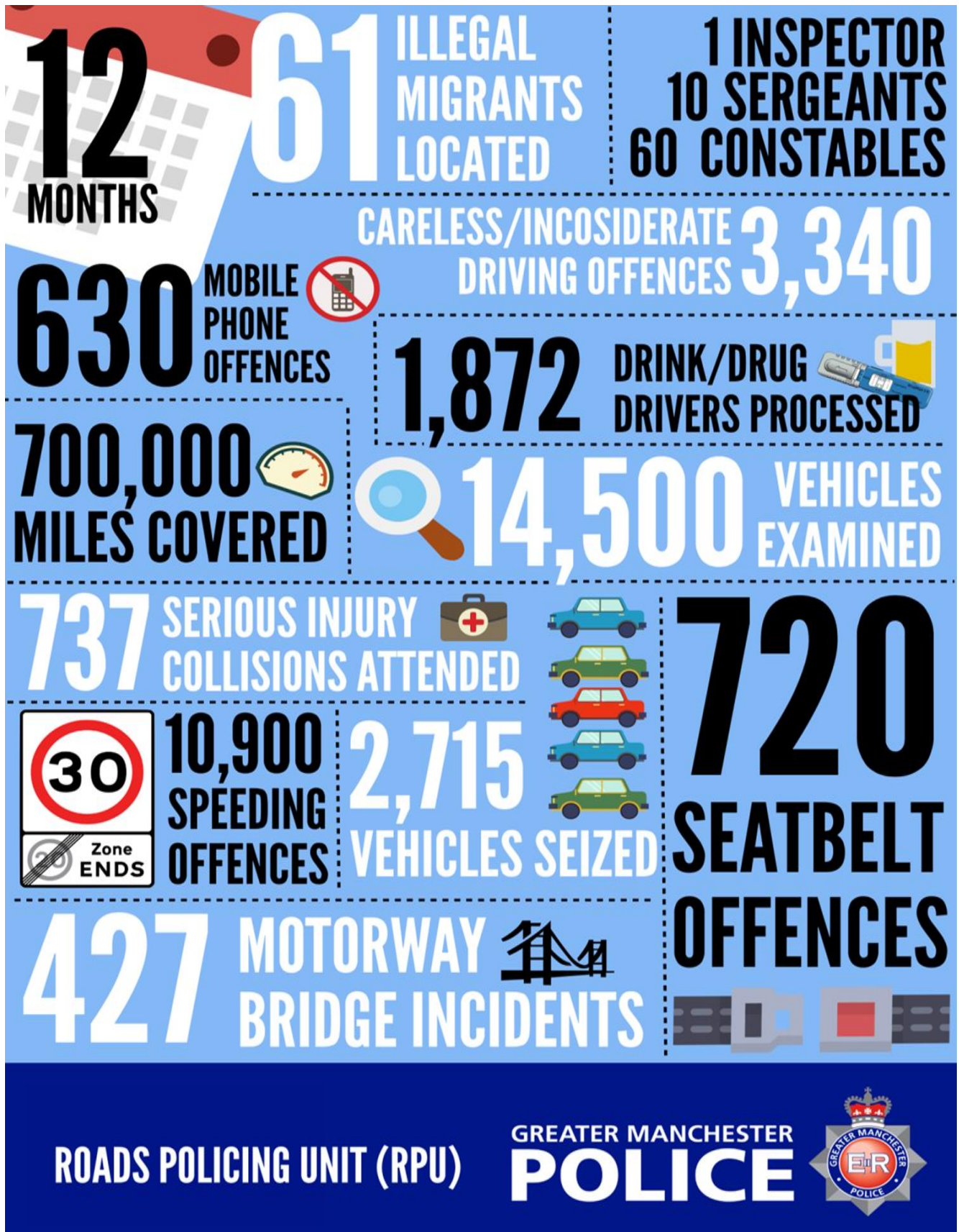
	Authorities.	<p>Facilitating Changing Places events for HGV operators; cycling/walking groups; and students / older people.</p> <p>Support GMFRS delivery of the Safe Drive Stay Alive younger driver and passenger intervention to 16-18 year olds in GM.</p>	<p>Operator RAG ratings.</p> <p>19. Sharing of Regional Enquiries with other forces e.g. Lancs; Cheshire; Merseyside; Cumbria etc.</p> <p>Share information on reports of 'stunt' driving with the Motor Insurers Bureau where drivers are in contravention with standard terms and conditions of Motor Insurance; or with Finance/Leasing/Hire companies to manage the need for seizures and prosecutions by GMP.</p>	
	<b>Enforcement</b>	<b>Prevention</b>	<b>Intelligence</b>	<b>Communication</b>
<b>BTP</b>	<p>To take part in monthly multi agency operations to jointly target a variety of modes of transport at dual interface hubs.</p> <p>To target resources to enhance activity for any location that an increase in crime pattern emerges including a partnership problem solving approach.</p>	<p>To conduct a number of crucial crew carousels to educate children about the dangers of the railway. To attend awareness events and community events to educate passengers.</p> <p>To best place our resources to have the maximise impact to reducing crime and increasing visibility. Namely Piccadilly, Victoria encompassing the night time economy.</p>	<p>To actively share intelligence with partners and GMP to identify prolific offenders targeting all modes of transport. To jointly work on CBO orders.</p>	<p>To ensure that the @BtpGtrMcr is updated on a regular basis and actively engages/promotes safety and partnership work. To ensure that the twitter account advertises joint working and attracts additional followers. To actively engage and promote the rail staff survey.</p>
<b>TfGM (Safer Roads GM and Made to Move)</b>	<p>Support the future of speed and red-light enforcement by developing a business case for further</p>	<p>Sustainable Journeys delivery of Adult Cycle Training and supporting Changing Places events for HGV operators and cycling/walking groups and students / older</p>	<p>Provide GMP with intelligence:</p> <p>20. Carry out analysis of injury collision records (and other sources of data) and produce</p>	<p>Support GMP activities through:</p> <p>23. An annual calendar of marketing activities delivering key</p>

	<p>investment in the GM Safety Camera network via the Mayor's Challenge Fund.</p> <p>Safer Roads GM to support and coordinate the day to day maintenance of safety camera housings on behalf of GM Local Highway Authorities.</p>	<p>people.</p> <p>Deliver DriveSafe fleet and professional training; and Safer Driving for Longer workshops, including promotion of sustainable travel alternatives.</p> <p>DriveSafe delivery of training as part of the National Driver Offender Retraining Scheme (NDORS) in GM.</p> <p>Distribute First Car and First Rider materials to DVSA Test Centres and Dealerships.</p> <p>Creating self-enforcing roads with the implementation of the Bee Network.</p> <p>Funding Safe Drive Stay Alive younger driver and passenger intervention to 16-18 year olds.</p>	<p>intelligence to support GMP / TfGM decision making, including safety camera RAG ratings and enforcement bulletins.</p> <p>21. Carry out root cause studies into GMP fatal collision files to identify causation factors to support the production of intelligence and continuous improvement of interventions.</p> <p>Support Op Ballater through:</p> <p>22. Facilitating trial and development of the use case for artificial intelligence algorithms to detect anti-social driver behaviour at known problem locations and creation of alerts to GMP.</p> <p>Conduct casualty hotspot studies for the Key Route Network, including identification of high-level interventions on behalf of GM Local Highway Authorities.</p>	<p>messages to road users using intelligence including road collision and geodemographic data.</p> <p>24. Provide resource support for communications and engagement materials such as leaflets and promotional items, motorcycle hangers, aimed at members of the public.</p> <p>25. Bespoke campaigns as appropriate e.g. Op Ballater.</p> <p>Provide Road Danger Reduction and Industrial HGV Task Force (IHTF) training induction to new recruits within the GMP Safer Transport Unit.</p> <p>Use senior politicians to help communicate the work of GMP/TfGM.</p> <p>Publish monthly casualty data.</p>
	<b>Enforcement</b>	<b>Prevention</b>	<b>Intelligence</b>	<b>Communication</b>
<b>TFGM TravelSafe</b>	<p>Utilise Exclusion Notices, Civil Injunction powers and pursue Byelaw infringements.</p> <p>Work with Local Authorities Community Safety and Youth</p>	<p>Roll out acceptable behaviours campaign across public transport.</p> <p>Sustained educational inputs delivered by the partnership to caution the consequences of perpetrating ASB on public transport.</p>	<p>Utilise the TravelSafe partnership consolidated data set to identify tactical priorities for partnership interventions, developing local action plans to problem-solve.</p> <p>Feed into the weekly TravelSafe pacesetter</p>	<p>Promote safety campaigns, Travelsafe activities through the TSP Comms Sub-Group.</p> <p>Procure marketing materials to further embed Travelsafe messages</p>



	<p>Engagement Teams to explore alternative enforcement actions that can be taken against persistent offenders.</p> <p>Implement DfT requirements under the Light Rail Security Programme (LRSP) across the Metrolink network.</p> <p>Enforce the Code of Conduct associated with the Our Pass.</p>	<p>Target Harden infrastructure to design out crime &amp; ASB where possible.</p> <p>Secure accreditation to the Safer Tram Stop Award across the Metrolink network.</p>	<p>to highlight areas of emerging threat.</p> <p>Tap into transport focus surveys to inform passenger perceptions and influence activities.</p> <p>Provide analytical support to the partnership.</p>	<p>Link into wider GM campaigns such as Safer4Summer, StudentSafe, Safer4Autumn etc.</p>
<b>GMFRS (Safer Roads GM)</b>		<p>Delivery of the Safe Drive Stay Alive younger driver and passenger intervention to 16-18 year olds in GM. Including support from volunteers; GMP; Salford NHS; and NWAS.</p>		<p>Promote activity through the media and via GMFRS Social Media.</p>

**Appendix B:****365 days of Transport Unit and Roads Policing Unit Activity 2019/2020:**



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## Manchester City Council Report for Information

**Report to:** Communities and Equalities Scrutiny Committee - 8 March 2022

**Subject:** One Year Extension to the Our Manchester Voluntary & Community Sector (OMVCS) and Development Fund Grants Programmes 2022/23

**Report of:** Director of Policy, Performance and Reform

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### Summary

This report summarises the approach to extending the grant funding arrangements in place with voluntary, community and social enterprise organisations currently funded through the Our Manchester Voluntary & Community Sector (OMVCS) and Development Fund Grants Programmes. The paper presents the process and timescales for this extension throughout the 2022-23 financial year.

### Recommendation

The committee is invited to note and comment on the contents of this report.

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### Wards Affected: All

<b>Environmental Impact Assessment</b> - the impact of the issues addressed in this report on achieving the zero-carbon target for the city
A range of VCSE organisations funded through the OMVCS and Development funds deliver activities which aim to advance the City's zero carbon ambitions. As part of the extension process, organisations are asked to detail these types of activities and levels of engagement with them, and anything that organisations are doing or have planned to reduce their own carbon footprint. This will be strengthened further in any future funding programmes.

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	Manchester's VCSE sector generated a total income of £496.9m in 2019-20 and in addition to its paid workforce, created 162,278 volunteering opportunities, with volunteers giving 480,901 hours each week valued at £242m p/a (based on living wage of £9.50 p/h) ( <i>Manchester State of the VCSE Sector report, 2021</i> ). The OMVCS and Development Funds support this activity with a combined investment of circa £2.625m p/a.
A highly skilled city: world class and home grown talent sustaining the city's economic success	The VCSE organisations supported through these funds are run and supported by a diverse range of skilled workers, both those in paid roles and those giving voluntary hours. In addition to providing work opportunities, many of the funded organisations provide employability support, often working with those communities and individuals requiring specific types of support to benefit from Manchester's economic success.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The OMVCS and Development Funds support organisations whose primary funded activity is to work with individuals and communities to maximise their potential and have an active contribution in Manchester. These includes organisations providing activities targeted on a geographical, community or characteristic basis, delivered through a diverse range of approaches.
A liveable and low carbon city: a destination of choice to live, visit, work	OMVCS and Development Funded organisations frequently work with residents to celebrate their achievements, contributions and identities. Organisations promote Manchester as a place of choice by celebrating the value of the city and its people.
A connected city: world class infrastructure and connectivity to drive growth	Funded organisations have progressed the digital inclusion agenda significantly in the last two years, adapting service delivery to online and / or blended options, and working with key stakeholder groups to address and remove digital barriers. As a result, some resident groups (i.e. older people, people whose first language is not English, sensory impaired people) are more able to connect with VCSE services than ever before.

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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.

- *Update on Work with the VCSE Sector During Covid-19 report*, Communities and Equalities Scrutiny Committee, 8 October 2020

## 1.0 Introduction

- 1.1 This paper outlines the approach for the Council to extend the Our Manchester Voluntary and Community Sector (OMVCS) grant and Development Fund to March 2023. Both programmes have already been extended once, from April 2021 to the end of March 2022. In the current financial climate, a second extension continues to provide stability within the sector and for residents in the city that require continuity of services. Importantly, it also ensures that going forward, consultation, engagement and co-design on future funding options can be adequately undertaken with stakeholders to deliver the right funding approaches, aligned to the priorities for the city.
- 1.2 The extension process is very similar to that undertaken last year; the organisations on both programmes (see *Appendix 1* for the list of funded organisations) are required to complete an extension proposal which outlines how they intend to use the funding to continue to meet the objectives of the programme and adapt services to meet the needs of residents. As before, the proposal is not part of a new application round or assessment, but instead focuses on the financial position/organisational health of voluntary, community and social enterprise (VCSE) groups and to ensure that Council funds will continue to be used as intended (see full list of questions asked in section 3).

## 2.0 Process Timeline

- 2.1 Below is a comprehensive timeline which includes activity that has taken place so far:

13 January 2022	<ul style="list-style-type: none"> <li>Organisations on OMVCS and Development Fund programmes informed of the extension to the programmes until March 2023 and the requirement to submit a proposal by mid February.</li> <li>Organisations have been given opportunity to talk to the team and/or attend drop in sessions to help them complete the process.</li> </ul>
17 Jan 2022	<ul style="list-style-type: none"> <li>Councillors also informed through Key Fact sheet</li> </ul>
19 Jan 2022	<ul style="list-style-type: none"> <li>9am Extension proposal form opens and email notification to groups that it is live</li> <li>Notification issued to all groups that the form is live</li> </ul>
Late Jan / early Feb	<ul style="list-style-type: none"> <li>Drop-in sessions, one to one calls and reminder notifications to support successful completion of proposals</li> </ul>
16 Feb 2022	<ul style="list-style-type: none"> <li>11:59 pm Deadline for the extension proposal form submissions</li> </ul>
Late Feb/early March 2022	<ul style="list-style-type: none"> <li>Review of proposals by the Programme Team with follow-ups to organisations where needed</li> <li>RAG rating of all organisations based upon their submissions and monitoring where applicable</li> <li>Follow up with groups where needed for assurance</li> </ul>
Mid March 2022	<ul style="list-style-type: none"> <li>Following budget confirmation new grant funding agreements for April 2022 – March 2023 will be issued and confirmed.</li> </ul>
By End of March 2022	<ul style="list-style-type: none"> <li>Groups return signed grant agreements by 25 March and payments are made to groups.</li> </ul>



### 3.0 Extension Proposal Questions

3.1 The extension proposal form asks funded organisations to answer the following mandatory questions:

- Contact details questions – i.e. named contacts related to your project and a third contact for remittances.
  - Rate the organisation's CURRENT operational and financial position – i.e. Unsustainable / Challenging / Stable / Good / Strong
  - Describe the organisation's current operational and financial position in more detail e.g. tell us about income, turnover, grant awards you have received, use of reserves and any other activities you have done to manage your organisation's operations and finances.
  - Overall, how would you rate your organisation's anticipated operational and financial position through April 2022-March 2023? [Unsustainable / Challenging / Stable / Good / Strong]
  - Please describe any significant risks you are aware of that could affect your organisation's operational and financial position over April 2022-March 2023
  - What future planning work has your organisation done or plans to do in the next 3-6 months to mitigate against the risks mentioned in Q5 and to adapt to the ongoing and potential impacts of Covid-19?
  - Will any of the activities you deliver over April 2022-March 2023 be significantly different to the ones currently funded (e.g. new projects and services, working in new wards, working with new groups/partners, new outcomes)? Please describe any significant differences and how these relate to the OMVCS / Development Fund programme objectives (see list below).
- *Strong sense of citizenship and pride in the city*
  - *Support the contribution older people make (Age-Friendly city)*
  - *Collectively improve health and wellbeing*
  - *Increase volunteering*
  - *Support carers*

3.2 In addition, organisations funded through the Development Fund only are asked to describe how they will continue to meet the development actions and objectives previously agreed.

3.3 All organisations across both funds are asked the following optional questions:

*The Council declared a Climate Change Emergency in July 2019 and agreed its 2020-25 Climate Change Action Plan in March 2020. Our target is for the City to be Zero carbon by 2038 at the latest. The Council is committed to embedding zero carbon ambitions into all decision making and to build addressing climate change into our grants to the Voluntary & Community sector. This is being reflected in our commissioning and grant arrangements. Please use the space below if you would like to tell us about the progress your organisation is making in reducing its carbon footprint and/or addressing the*

*impacts of Climate Change, as well as anything you have planned for the future.*

*Is there anything else you would like the OM Funds programme team to know about? If yes please let us know in the comment box below.*

#### **4.0 RAG Rating**

4.1 Organisations will be given a RAG rating based on:

4.1.1 Their reported financial position and organisational health and if there are any immediate or critical concerns

4.1.2 That Council funds have been used and will continue to be used as intended and that adequate mitigation is in place to maintain delivery through 2022/23

4.2 Organisation monitoring returns will also be considered where necessary to inform RAG ratings.

4.3 Where there are concerns, follow up will take place with the group to understand what their support needs are and any additional mitigation that may be required.

#### **5.0 Next Steps**

5.1 The Extension process will continue to be delivered as outlined in the timescales above.

5.2 The Committee is asked to note and comment on the approach above.

**Appendix 1: List of OMVCS and Development Funded Organisations:****OMVCS Grant programme**

4CT Limited
African Caribbean Care Group
African Caribbean Mental Health Services
Age Concern Manchester (Trading as Age UK Manchester)
All FM
Alzheimer's Society
Assist Neighbourhood Care
Back on Track
Barlow Moor Community Association
Benchill Community Centre
Burnage Activity and Information Hub
Burnage Good Neighbours
Wythenshawe Good Neighbours
Caritas Diocese of Salford
Cheetham Hill Advice Centre
Chorlton Good Neighbours
Coffee4Craig
Connect Support Limited
Didsbury Good Neighbours
FareShare Greater Manchester
Gaydio CIC
George House Trust
Greater Manchester Coalition of Disabled People
Healthy Me Healthy Communities Ltd
Higher Blackley Community Organisation
Hulme Community Garden Centre
Justlife Foundation
Levenshulme Inspire
LGBT Foundation Ltd
Manchester Action on Street Health
Manchester Bangladeshi Women's Organisation
Manchester Carers Centre
Manchester Carers Forum
Manchester Deaf Centre
Manchester Mind
Manchester Rape Crisis
Manchester Refugee Support Network
Manchester Settlement
Medical Foundation for the Care of Victims of Torture (Freedom from Torture)
Moodswings
Nephra Good Neighbours
North Manchester Black Health Forum
Northmoor Community Association
People First Housing Association
Rainbow Haven

Saheli
St Georges Community Association
Stroke Association
Talbot House Support Centre
The Albert Kennedy Trust
The Manchester Men's Room
The Place at Platt Lane - Fallowfield Library & Community Resource Centre
The Proud Trust
The Tree of Life Centre Wythenshawe
TLC-St Lukes
Together Dementia Support CIC
Trinity House Community Resource Centre
Turkey Lane & Monsall Neighbourhood Centre
Venture Arts
Wai Yin Society
Whalley Range Community Forum
Whitemoss Club for Young People
WomenMATTA

### **OMVCS Development Fund programme**

BHA for Equality
Harpurhey Neighbourhood Project
Himmat
Ladybarn Community Hub
Lifted - GM Addventures Project
LMCP Care Link
NEESA (now merged with North Manchester Black Health Forum)
Royal Oak and Baguley
Somali Adult Social Care Agency

**Manchester City Council  
Report for Information**

**Report to:** Communities and Equalities Scrutiny Committee – 8 March 2022

**Subject:** Overview Report

**Report of:** Governance and Scrutiny Support Unit

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**Summary**

This report provides the following information:

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

**Recommendation**

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

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**Wards Affected:** All

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**Contact Officer:**

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**Background documents (available for public inspection):**

None

## 1. Monitoring Previous Recommendations

This section of the report lists 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	Action	Contact Officer
8 October 2020	CESC/20/38 Update on Work with the Voluntary, Community and Social Enterprise (VCSE) Sector During COVID-19	To request information on the financial support that has been given during the pandemic by the Council and external funders, broken down by equality strands, as well as information on any gaps in provision.	A response to this recommendation has been requested and will be circulated to Members.	Keiran Barnes, Programme Lead (Our Manchester Funds)
7 December 2021	CESC/21/52 Deep Dive: Disability in Manchester	That the accessibility of meetings be discussed with Committee Services and raised through the Overview and Scrutiny Co-ordinating Group.	This is being discussed with the Chair.	Rachel McKeon, Scrutiny Support Officer
8 February 2022	CESC/22/08 Homelessness Update	<p>To request a ward-level breakdown of the areas of the city that homeless families are being dispersed to.</p> <p>To request information on how the budget is split between those in temporary accommodation and those sleeping rough.</p> <p>To note that the Director of Housing Operations will provide further information on diversity and inclusion, including in relation to the Housing Board.</p>	A response to these recommendations has been requested.	Dave Ashmore, Director of Housing Operations

## 2. Key Decisions

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

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

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

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

An extract of the most recent Register of Key Decisions published on **28 February 2022** 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.

### Register of Key Decisions:

Subject / Decision	Decision Maker	Decision Due Date	Consultation	Background documents	Officer Contact
<b>National Taekwondo Centre 2018/10/19A</b>  Enter into a 39 year lease with Sport Taekwondo UK Ltd for areas within the building.	Chief Executive	Not before 1st Nov 2018		Briefing Note and Heads of Terms	Richard Cohen r.cohen@manchester.gov.uk

Subject / Decision	Decision Maker	Decision Due Date	Consultation	Background documents	Officer Contact
<b>Security Services Contract (2021/10/15B)</b>  To award a five-year contract for Security Services. Security Services include access control, visitor management and CCTV.	City Treasurer (Deputy Chief Executive)	Not before 15th Nov 2021		Checkpoint 4 Business Case	Andrew Blore a.blore@manchester.gov.uk
<b>Public Space Protection Orders (2021/11/26B)</b>  Decision to extend existing public space protection orders for alcohol (formerly Designated Public Place Orders)	Strategic Director (Neighbourhoods)	Not before 26th Dec 2021		Consultation responses and covering report	Sam Stabler s.stabler@manchester.gov.uk
<b>Beswick Hub RFL Project (2021/12/14A)</b>  The approval of capital expenditure for the Beswick Hub RFL Project which will deliver a new rugby league coaching and educational facility on the existing rugby ground.	City Treasurer (Deputy Chief Executive)	Not before 14th Jan 2022		Checkpoint 4	Neil Fairlamb N.Fairlamb@manchester.gov.uk
<b>TC451 Provision of Transport Service for Manchester Schools Swimming Programme (22/02/18A)</b>  To seek approval to appoint a company to provide transportation for the Manchester Schools Swimming	City Treasurer (Deputy Chief Executive)	Not before 18th Mar 2022		Confidential Contract Report with recommendations	



Subject / Decision	Decision Maker	Decision Due Date	Consultation	Background documents	Officer Contact
Programme. The contract will be for 2 years commencing September 2022 with an option to extend for up to an additional 2 years.					
<b>Extra Care - Russell Road LGBT Project 2019/03/01H</b>  The approval of capital expenditure on the City's Extra Care Programme to develop new build extra care units which will be in the ownership of MCC.	City Treasurer (Deputy Chief Executive)	Not before 1st Mar 2019		Checkpoint 4 Business Case	Steve Sheen s.sheen@manchester.gov.uk
<b>Framework Agreement for the Provision of Temporary Accommodation for People with No Recourse to Public Funds (2021/02/03B)</b>  The appointment of providers to provide Temporary Accommodation for People with No Recourse to Public Funds	Executive Director of Adult Social Services	Not before 1st Apr 2021		Report and Recommendation	Mike Worsley mike.worsley@manchester.gov.uk

**Communities and Equalities Scrutiny Committee  
Work Programme – March 2022**

**Tuesday 8 March 2022, 10.00 am (Report deadline Thursday 24 February 2022)**

Item	Purpose	Executive Member	Strategic Director/ Lead Officer	Comments
Highways Crimes	To receive a report on highways crimes.	Councillor Akbar	Fiona Worrall/Sam Stabler	
Our Manchester Voluntary and Community Sector (OMVCS) Fund	To receive an update on the OMVCS Fund Extension in 2022-23.	Councillor Rahman	Fiona Worrall/Keiran Barnes	
Overview Report	The monthly report includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.	-	Rachel McKeon	

**Items To Be Scheduled**

Item	Purpose	Executive Member	Strategic Director/ Lead Officer	Comments
Communities of Identity draft report	To receive the Communities of Identity draft report.	Councillor Rahman	Fiona Ledden/James Binks	
Prevent and Radequal	To receive a report on Prevent and Radequal.	Councillor Akbar Councillor Rahman	Fiona Worrall/ Sam Stabler	

Community Cohesion Strategy	To receive a report on the Community Cohesion Strategy,	Councillor Rahman	Fiona Worrall/ Sam Stabler	
Support for People Leaving Prison	To include information on changes to probation services, how ex-prisoners are re-integrated into society and links with homelessness.	Councillor Akbar Councillor Rahman	Fiona Worrall/ Sam Stabler/ Mohamed Hussein	
City Centre Public Space Protection Order (PSPO)	To request an update report on the PSPO to address anti-social behaviour in the City Centre.	Councillor Akbar	Fiona Worrall/Sam Stabler	

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