



## **Executive**

Date: Wednesday, 14 December 2022  
Time: 2.00 pm  
Venue: Council Antechamber, Level 2, Town Hall Extension

Everyone is welcome to attend this Executive meeting.

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

Public access to the Council Antechamber is on Level 2 of the Town Hall Extension, using the lift or stairs in the lobby of the Mount Street entrance to the Extension. **There is no public access from any other entrance.**

### **Filming and broadcast of the meeting**

Meetings of the Executive are 'webcast'. These meetings are filmed and broadcast live on the Internet. If you attend this meeting you should be aware that you might be filmed and included in that transmission.

## **Membership of the Executive**

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### **Councillors**

Craig (Chair), Akbar, Bridges, Hacking, Igbon, Midgley, Rahman, Rawlins, T Robinson and White

## **Membership of the Consultative Panel**

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### **Councillors**

Ahmed Ali, Butt, Collins, Douglas, Foley, Johnson, Leech, Lynch and Stanton

The Consultative Panel has a standing invitation to attend meetings of the Executive. The Members of the Panel may speak at these meetings but cannot vote on the decisions taken at the meetings.

## Agenda

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- 1. 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.
- 2. 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.
- 3. Minutes**  
To approve as a correct record the minutes of the meeting held on 16 November 2022. 5 - 20
- 4. Delegation of Executive Functions to the Executive and Council Officers** **All Wards**  
21 - 24  
Report of the City Solicitor attached
- 5. Our Manchester Progress Update**  
Report to follow
- 6. Revenue Budget Monitoring**  
Report to follow
- 7. Capital Programme Update** **All Wards**  
25 - 36  
Report of the Deputy Chief Executive and City Treasurer attached
- 8. Manchester Piccadilly Strategic Regeneration Framework Addendum: East Village Central Framework** **Piccadilly**  
37 - 48  
Report of the Strategic Director (Growth and Development) attached
- 9. Manchester Science Park (MSP) Strategic Regeneration Framework Addendum November 2022**  
Report to follow
- 10. Former Central Retail Park - Updated Strategic Regeneration Framework** **Ancoats and Beswick;**  
**Piccadilly**  
49 - 60  
Report of the Strategic Director (Growth and Development) attached

## Executive

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| <b>11. Local Nature Reserve Declaration: Kenworthy Woods</b><br>Report of the Director of Planning, Building Control and Licensing attached | <b>Northenden</b><br>61 - 70  |
| <b>12. Draft Electric Vehicle Charging Strategy</b><br>Report of the Strategic Director (Growth and Development) attached                   | <b>All Wards</b><br>71 - 104  |
| <b>13. Youth, Play &amp; Participation Service (YPPS) Grants Framework</b><br>Report of the Strategic Director (Neighbourhoods) attached    | <b>All Wards</b><br>105 - 136 |
| <b>14. Public Open Spaces CCTV</b><br>Report of the Strategic Director (Neighbourhoods) attached  | <b>All Wards</b><br>137 - 146 |

## Information about the Executive

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The Executive is made up of 10 Councillors: the Leader and two Deputy Leaders of the Council and 7 Executive Members with responsibility for: Early Years, Children and Young People; Health Manchester and Adult Social Care; Finance and Resources; Environment and Transport; Vibrant Neighbourhoods; Housing and Development; and Skills, Employment and Leisure. The Leader of the Council chairs the meetings of the Executive

The Executive has full authority for implementing the Council's Budgetary and Policy Framework, and this means that most of its decisions do not need approval by Council, although they may still be subject to detailed review through the Council's overview and scrutiny procedures.

It is the Council's policy 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.

The Council is concerned to ensure that its meetings are as open as possible and confidential business is kept to a strict minimum. When confidential items are involved these are considered at the end of the meeting at which point members of the public and the press are asked to leave.

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

## 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 **Tuesday, 6 December 2022** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 2, Town Hall Extension, Manchester M60 2LA

## Executive

### Minutes of the meeting held on Wednesday, 16 November 2022

**Present:** Councillor Craig (Chair)

**Councillors:** Akbar, Bridges, Hacking, Midgley, Rahman, Rawlins, T Robinson and White

**Also present as Members of the Standing Consultative Panel:**

**Councillors:** Butt, Collins, Douglas, Foley, Johnson and Lynch

**Apologies:** Councillors Ahmed Ali, Igbon, Leech and Stanton

**Also present:** Councillor Simcock (Chair of Resources and Governance Scrutiny Committee)

#### Exe/22/91 Minutes

#### Decision

The Executive approved as a correct record the minutes of the meeting on 19 October 2022.

#### Exe/22/92 Our Manchester Progress Update

The Executive considered a report of the Chief Executive which provided an update on key areas of progress against the Our Manchester Strategy – Forward to 2025 which reset Manchester’s priorities for the next five years to ensure the Council could still achieve the city’s ambition set out in the Our Manchester Strategy 2016 – 2025.

The Leader reported that Manchester had been named by National Geographic magazine as one its top 25 must-visit global destinations for 2023. The city was the only UK city to be recognised in the publication’s influential ‘Best of the World’ list, joining destinations including New Zealand and San Francisco. The accolade recognised the strength of Manchester’s post-pandemic revival and the raft of significant cultural openings in 2023 including Factory International and Manchester Museum after a £15m transformation including new galleries. Manchester was also featured in the ‘family’ category of the list, recognising destinations offering educational journeys for all generations.

The Executive Member for Skills, Employment and Leisure reported on the opening of Gorton’s new community, integrated health and learning hub, which opened on Tuesday 15 November. The hub would bring together a range of local services under the same roof for the first time, creating a one-stop-shop for local people to access a GP, health and social care services, employment support, cafe and a new Gorton library, all in a purpose built, highly accessible development. Each of the services would open to the public in a phased way through to January 2023. The Hub building would be open from 8am to 8pm Monday to Friday and 8am to 5pm on Saturdays, although different services would have different opening times. The

Deputy Executive Member for Skills, Employment and Leisure also reported on the new library space that had been created commenting that it was a testimony to what a library provision could be.

The Deputy Leader reported that from 1 November right through until spring 2023, the Council and fellow members of the Manchester Homelessness Partnership were providing extra support to help people sleeping on the streets move into accommodation through the coldest months. The increased accommodation provision, over and above that which was available all year round, would be available for as long as people needed it. The bed spaces were offered on a referral system to people who had been identified by partners and outreach teams as high priority. The extra accommodation was being funded by the Council, alongside funding from Government.

The Deputy Leader (Statutory) reported that Manchester-based arts organisations would now benefit from almost £25m a year of Arts Council England national portfolio funding over the next three years. New additions to the national portfolio included the National Football Museum, Brighter Sounds, Manchester Collective, Music Action International, Northern Lines, Reform Radio, Sheba Arts and Triple C. Other organisations including arts and creative hub for children and young people Z-Arts, who would now receive £401k a year, had received an uplift in existing funding to expand their work. The funding would run from 2023 to 2026 for cultural organisations that contributed to making Manchester a thriving, equitable, vibrant and liveable city with high quality cultural and creative experiences that all Manchester people could benefit from.

The Executive Member for Health Manchester and Adult Social Care reported that on 31 October 2022 the five-year Making Manchester Fairer Action Plan was launched at a conference held at the Etihad Stadium. In recognition that the continual engagement of the workforce and services across the social determinants of health was critical to developing the detail and successful delivery of the plan, invitations were targeted at frontline workers, managers and leaders in organisations and services that made up the population health system including the VCSE sector, health and housing as well as key city council teams and directorates. More than 200 delegates attended the full day event which was opened by the Council's Chief Executive and Leader, reflecting the priority of tackling inequalities for the city. Feedback from the event had been overwhelmingly positive and work had already begun to sustain this engagement, starting with the first of a number of regular planned bulletins to attendees which formed the starting point for Making Manchester Fairer's emerging workforce engagement strategy.

The Executive Member for Housing and Development reported on the development of 130 affordable homes in Belle Vue which had reached a milestone last week with the opening of show homes. The homes were being delivered by developer Countryside and housing association partner Great Places and consisted of a mix of houses and apartment with 89 homes for social rent, 12 homes available for rent at the Manchester Living Rent and 29 for shared ownership. The development would also have 117 properties for sale on the open market. All homes were being built to greener by design standards including electric charging points for every house and the development was bringing a brownfield site back into use. The Executive

Member also reported on a new social benefit hub which had opened at Red Bank (part of the Victoria North regeneration programme) to help people gain employment, training and digital access. The Victoria North Community Hub had been set up by BAM Nuttall and Arup – the contractor working on the Red Bank phase of the regeneration project – as part of their social value commitment for the development. The Council had developed a programme of support to help residents in north Manchester, alongside a range of support services run by city-based voluntary organisations. BAM Nuttall and Arup were also providing the hub with access to laptops and free wi-fi to allow residents to search for jobs, get support with applications and find training opportunities, as well as to access housing and income advice. The hub, which would be available until spring 2024 at the BAM Nuttall site compound in Hargreaves Street, would be open to residents during pre-planned sessions with community organisations rather than on a drop-in basis.

### **Decision**

The Executive note the report.

### **Exe/22/93 Revenue Budget Update**

The Executive considered a report of the Deputy Chief Executive and City Treasurer, which set out the scale of the budget challenge that the Council faced in respect of its forecasted medium term revenue budget.

The Executive Member for Finance and Resources explained that the Council's budget had seen considerable reductions since the programme of austerity started in 2010/11, which saw a significant reduction to central government support for local authorities, in which Manchester had been one of the hardest hit places in the country. Over the last 12 years the Council had had to make £428m of cuts and savings to cope with Government funding cuts and unavoidable cost pressures such as inflation and a growing population.

The report set out the estimated budget position for the next three years and the potential scale of budget cuts required. The assumptions were based on a realistic view of the expected settlement announcements and a forecast of local tax funding available. This resulted in a forecasted funding gap of £28m in 2023/24 increasing to £96m by 2025/26. To date saving options totalling £42m over three years had been brought forward by officers for member consideration, however, a significant shortfall remained which must be addressed.

This meant that there would be a shortfall to balancing the 2023/24 budget of almost £7m increasing to £37m the year after. Officers were working to identify further measures to bring forward in January 2023. The proposed approach would include identifying a further £3m to £4m of savings targeted and deliverable in 2023/24 with a full-year effect of at least £8m, coupled with work to control expenditure in 2022/23 to reduce the in year overspend by a further £3-4m to free up reserves to further smooth the 2023/24 position.

The government's Autumn Statement was expected to be published on 17 November 2022. This would possibly provide more clarity on the direction of funding for Local

Government. The provisional settlement expected late in December would provide the funding allocations for 2023/24. The provisional settlement outcome and revised position would be reported to Resources and Governance Scrutiny Committee and the Executive in January to consider the longer-term position. In addition, Scrutiny and Executive would also consider the final saving proposals to ensure a balanced budget was set and the council remained financially stable.

The Executive collectively expressed its indignation with government in regards to its complete mishandling of the country's economy and its inability to develop a coherent solution to tackle the unprecedented rises in energy costs, the highest levels of inflation for over 40 years and the ongoing cost of living crisis, which was ultimately having the largest impact on those most vulnerable. The Executive committed to supporting the city's most vulnerable within the financial envelope it had available.

## **Decision**

The Executive note the report

### **Exe/22/94 Capital Programme Monitoring 2022/23**

The Executive considered a report of the Deputy Chief Executive and City Treasurer, which set out the progress against the delivery of the 2022/23 capital programme to the end of September 2022, the latest forecast of capital expenditure and the major variances since the Capital Programme Monitoring report submitted in September 2022 and the proposed financing of capital expenditure for 2022/23 and affordability of the Capital Programme.

The Executive Member for Finance and Resources advised that the latest forecast of expenditure for 2022/23 was £513.0m compared to the current approved budget of £582.9m, with spend as of 30 September 2022 £150.4m. The £1,038.5m multi-year programme was subject to continual review to establish whether the forecast remained achievable. Whilst the intention was for the Council to progress the programme as stated, some projects and their sources of funding may require re-profiling into future years.

The top 10 projects within the Capital Programme accounted for 77.4% of the total programme and the report provided a focussed look on each of these projects, as well as any other material changes relating to other parts of the programme since the last report to Executive.

The most significant risk facing the programme and major projects overall was the continued high levels of inflation being experienced, particularly where contracts were not yet agreed. There were options available to the Council, such as entering fixed price agreements or elevating risk costs, but the inflationary risk was likely to be priced in a prudent basis. There was also an inflation contingency budget of £11.3m for the whole programme which could be accessed if inflationary pressures were greater than the contingency budgets built into existing cost plans.

The current modelling forecasted that the programme remained affordable within the revenue budget available including reserves. The model forecasted that the capital



financing reserves held by the Council would be required to meet the costs associated with the Council's borrowing by 2025/26.

## Decision

The Executive note the report

### **Exe/22/95 Capital Programme update**

The Executive considered a report of the Deputy Chief Executive and City Treasurer, which informed Members of requests to increase the capital programme, sought approval for those schemes that could be approved under authority delegated to the Executive and asked the Executive to recommend to Council proposals that required specific Council approval.

The proposals which did not require Council approval and only required Executive approval were those which were funded by the use of external resources, use of capital receipts, use of reserves below £10.0m, where the proposal could be funded from existing revenue budgets or where the use of borrowing on a spend to save basis was required. The following proposals required Executive approval for changes to the City Council's capital programme:-

- Growth and Development – Back of Ancoats Mobility Hub. A capital budget virement of £3.739m was requested in 2023/24 from the Inflation Budget to address construction inflation costs. £18.761m of grant funding had been received from Homes England for the construction of this innovative scheme that will provide sustainable mobility solutions and car parking to Ancoats Phase 3, thereby supporting the delivery of 1,500 new homes and accompanying jobs. Despite a thorough design review and cost management process over recent months, the project cost had risen to £24.780m. This increase of £6.019m was driven primarily by construction inflation of 19.9% which totalled £3.739m.

The proposals which did not require Council approval and only required Executive approval were those which were funded by the use of external resources, use of capital receipts, use of reserves below £10.0m, where the proposal could be funded from existing revenue budgets or where the use of borrowing on a spend to save basis was required. The following proposals required Executive approval for changes to the City Council's capital programme:-

- ICT - Jadu Forms Migration. A capital budget decrease of £0.179m was requested and approval of a corresponding transfer of £0.179m to the revenue budget, funded by Capital Fund, to upgrade the platform to the latest version to enable residents to continue to be able to use the Council's website.
- ICT – Remote Access Solution. A capital budget decrease of £0.095m was requested and approval of a corresponding transfer of £0.095m to the revenue budget, funded by Capital Fund, to support a project for the replacement of Callsign, exploiting existing technologies, simplifying the user experience, and utilising existing licenses already procured as part of an enterprise agreement.

- Highways Services – Patching Defect Repairs Programme Additional Funding. A capital budget increase of £0.552m in 2022/23 and £2.206m in 2023/24 was requested, funded by External Contribution, , to address the current funding pressure on the patching programme due to increasing construction and general inflation costs, but also to continue to reduce the backlog of defects and therefore, limiting the Council’s exposure to highways claims.

The report highlighted that there had been increases to the programme totalling £0.309m as a result of delegated approvals since the previous report to the Executive on 19 October 2022.

Approval had also been given for the following capital budget virements:-

- £0.164m from the Parks Development Programme (PDP) to match fund an external contribution from the Lawn Tennis Association (LTA). This was a joint project between the Council / Manchester Active and the LTA. It was proposed that the existing tennis facilities located across the city would be upgraded, with a number of improvements being made.

If the recommendations in this report were approved the General Fund capital budget would increase by £2.484m across financial years. This would also result in an increase in the prudential indicator for Capital Expenditure in corresponding years. Monitoring of all prudential indicators was included within the Capital Monitoring Report during the year.

## Decisions

The Executive:-

- (1) Recommend that the Council approve the following changes to Manchester City Council’s capital programme:
  - Growth and Development - Back of Ancoats Mobility Hub. A capital budget virement of £3.739m from the Inflation Budget.
- (2) Approve the following changes to the Council’s capital programme:
  - ICT - Jadu Forms Migration. A capital budget decrease of £0.179m and approval of a corresponding transfer of £0.179m to the revenue budget, funded by Capital Fund.
  - ICT – Remote Access Solution. A capital budget decrease of £0.095m and approval of a corresponding transfer of £0.095m to the revenue budget, funded by Capital Fund.
  - Highways Services – Patching Defect Repairs Programme Additional Funding. A capital budget increase of £2.758m funded by External Contribution

- (3) Note the increases to the programme of £0.309m as a result of delegated approvals.
- (4) Note the virements in the programme of £0.164m as a result of virements from approved budgets

### **Exe/22/96 Enabling Independence Accommodation Strategy**

The Executive considered a report of the Executive Director of Adult Social Services, Strategic Director Growth & Development and Strategic Director Children and Education Services, which provided an update on the development of an Enabling Independence Accommodation Strategy for Manchester (2022 – 2032).

The Executive Member for Housing and Development, reported that the strategy set out a long-term vision which considered how best to improve accommodation options for people in need of care and support to help them remain independent for as long as possible, building on progress already made, and building an improved partnership approach to tackle the challenges faced, better understand and meet need and demand.

The four key objectives for the Enabling Independence Accommodation Strategy had been agreed as follows:

- Work collaboratively to identify the need and demand for homes that will better enable independence.
- Ensure better care and support at home.
- Build the supported housing we need and improve pathways into it.
- Improve “move on” from temporary supported housing into good quality independent accommodation.

A delivery plan for each of the four objectives would follow the strategy, with named responsible officers overseeing the programme boards (with partner representation) which will be set up for each objective to oversee delivery of the commitments that had been set out. A comprehensive programme of consultation had been carried out with a range of audiences including Members, commissioners, providers and user groups.

Once the Enabling Independence Accommodation Strategy had been finalised, considered, and pending approval by the Executive, delivery plans and a programme board for each objective would be established. The actions detailed in the delivery plan would set out a clear blueprint for how officers would realise the Strategy’s vision and fulfil the commitments that had been made. The delivery plan would be reviewed on an ongoing basis.

The Strategic Housing Board, which had representation from all relevant Council services and MHPP, would oversee the strategy implementation and an annual performance update would be published to report progress on the four key objectives.

### **Decision**

The Executive agree to adopt the Manchester Enabling Independence Accommodation Strategy (2022-2032).

### **Exe/22/97 Manchester Playing Pitch and Outdoor Sport Strategy**

The Executive considered a report of the Strategic Director – Neighbourhoods, which provided an update on the key findings identified in Manchester Playing Pitch and Outdoor Sport Strategy (PPOSS), specifically regarding sport specific playing pitches and courts.

The current position for all pitch sports was either demand was being met or there was a shortfall. The future position showed exacerbation of current shortfalls in some playing pitch types.

The PPOSS provided a clear strategic framework for the maintenance and improvement of existing outdoor sports pitches and ancillary facilities between the strategy period 2022 - 2031. As such formal adoption of the strategy was required by the Council. Its robustness was built on the extensive consultation carried out with clubs, leagues and providers including education establishments and community organisations and users

The Strategy framed the priorities for future investment and the continued development of the playing pitch and associated infrastructure. Whilst the analysis within the PPOSS would assist in determining the priorities for investment, it did not guarantee deliverability of projects. All projects would be subject to sources of funding (primarily from external sources) being made available to be developed in consultation with National Governing Bodies of Sport and supported as appropriate by the Council.

The majority of sites had recommendations to maximise use through improved pitch quality and maintenance. There was also a need to secure long-term community use at school / Council / Community sites to sustain and grow affiliated sport and informal play. An Action Plan had been developed which identified there was a need to either protect, provide, or enhance existing facilities to address projected deficiencies over the lifespan of the strategy (2022 – 2031).

A Council led steering group would monitor and lead implementation of the PPOSS which would remain a live working document to be updated annually to reflect current area and sport specific priorities. Site specific plans would be added to the Leisure Capital Programme once the business case and investment strategy was brought forward.

### **Decision**

The Executive approve the Manchester Playing Pitch and Outdoor Sport Strategy for adoption by Manchester Planning Authority

## **Exe/22/98 Delivery of Affordable Housing - Project 500 Update (Part A)**

The Executive considered a report of the Strategic Director (Growth and Development), which provided a progress update on the delivery of affordable homes as part of Project 500 and sought agreement for the disposal of a portfolio of sites in Council ownership for the provision of affordable homes.

The Executive Member for Growth and Housing reported that Project 500 set out to deliver affordable homes on small, non-commercially facing land assets owned by the Council which would be facilitated by seven Registered Providers (RPs). 27 sites had been identified as deliverable as part of Phase 1 of Project 500. This would deliver 378 affordable homes – 89% available for Social Rent or Manchester Living Rent.

Many of the sites were in areas of very high demand for affordable housing – principally North and East Manchester and correlated with areas of intervention identified within the city's recently published Housing Strategy (2022-2032). The tenure mix across the project had been designed to deliver the optimal outcome to support the Council's objectives, whilst remaining viable at a portfolio level.

In line with the Council's obligations to demonstrate and achieve Best Value, an appraisal had been undertaken for each site to consider residual land value. The appraisals had regard to the schemes proposed and was benchmarked against current build costs and values.

The fragmented nature of the sites and challenging development environment had prompted officers to review the proposal to dispose of the sites by way of a long lease. Following long discussions with Manchester Housing Providers Partnership (MHPP) regarding the tenure of the sites to be disposed of and the difficulties expressed by MHPP that would be presented if the disposals were on a long leasehold basis it was considered that the reasons put forward by MHPP represented an overriding reason not to dispose of the sites on a leasehold basis.

The fundamental reasons (amongst others expressed by MHPP) was the change to Homes England funding requirements as well as the recent leasehold legislative changes relevant to long leaseholds for residential premises. In addition, although Shared Ownership structures were exempted from such legislative changes, MHPP anticipated that across the project there would be a large presence of initial shared ownership structure sales to buyers. In view for the potential of such buyers to eventually staircase to 100% and then call on the freehold transfer of their home, MHPP had stipulated that a freehold interest was needed to meet the requirements on final staircasing and the demand to take the freehold by the buyer.

The Council was able to continue to secure their required objectives by way of freehold disposals of the sites rather than by way of long leasehold disposals and so it was proposed to dispose of the sites on a freehold basis. This was also aligned with the revised Homes England position, which required as a minimum a 999-year lease where this was available.

### **Decisions**

The Executive:-

- (1) Note the progress to date.
- (2) Approve the disposal of the identified land on the principal terms set out in the report.
- (3) Authorise and delegate the Strategic Director (Growth and Development) in consultation with the Deputy Chief Executive and City Treasurer to agree and finalise the detailed terms of the transactions.
- (4) Authorise the City Solicitor to seek such statutory consents as may be necessary in regard to the disposal of identified land and conclude and complete all documents and agreements necessary to give effect to the terms agreed and the recommendations in this report.

#### **Exe/22/99 King Street Multistorey Car Park & King Street West Shops (Part A)**

The Executive considered a report of the Strategic Director (Growth and Development) which sought approval for the disposal by way of a surrender of the Council's leasehold interest in the King Street West multi storey car park (MSCP) and ground floor retail shops to facilitate the redevelopment of the site.

The Leader advised that the disposal of the Council's asset (MSCP and ground floor shops) would create a development platform to undertake the wholesale redevelopment of a cornerstone area of Deansgate and King Street West. The redevelopment was planned to be one of the first major schemes to be brought forward following the adoption of the St Marys Parsonage SRF and was anticipated to provide a catalyst for the other schemes in the vicinity.

Fundamental to the redevelopment would be demolition, which would necessitate the closure of the ground floor shops. Engagement with the tenants had been ongoing during the SRF and planning process but both MCC and the developer would endeavour to work closely with each of the tenants to ensure that they were offered advice and guidance along with as much notice as possible in respect of the date by which vacant possession of the units was required.

It was acknowledged that the closure of these retail units would result in the extinguishment of some businesses and as a consequent, a small number of job losses, should any of the businesses choose to permanently close. The precise impact could not be evaluated at this moment but it was hoped that these businesses could be supported to consider relocating locally and retain staff where possible.

Supporting the sustainable redevelopment of sites not fulfilling their commercial potential and maximising the contribution to the city was key to the success of the SRF strategy. Over 500,000sq/ft of [new] office space would be created within this area. This new development would contribute to the economic success of the city through new jobs, homes and other infrastructure as well as providing a significant new income from business rates and council tax.

The direct revenue and capital implications of the acquisition were set out in the report of the same title on Part B of this agenda.

## Decisions

The Executive

- (1) Approve the decision to declare the asset surplus to operational need for disposal by way of surrender of the lease.
- (2) Note the proposal to return to Executive in the event that (1) it has not been possible to secure vacant possession of the site by agreement and a formal request be made to consider the use of Compulsory Purchase Powers and (2) following a period of negotiation with the beneficiaries of any adjoining third party rights affected by the proposed development, the freeholder has not reached a settlement and has requested the Council consider use its powers under section 203 Housing and Planning Act 2016 .
- (3) Delegate authority to the Deputy Chief Executive and City Treasurer, Strategic Director of Growth & Development in consultation with the Leader and Executive Member for Finance and Resources to negotiate and finalise the details and terms of the disposal by way of surrender together with the property, commercial and any ancillary arrangements.
- (4) Delegate authority to the City Solicitor to enter into and complete all documents or agreements necessary to give effect to the recommendations in this report

### **Exe/22/100 Mayfield Phase 1 Update (Part A)**

The Executive considered a report of the Strategic Director (Growth and Development), which provided an update on progress on the Mayfield development and informed Members of proposals for the Mayfield Development Partnership Limited Partnership (MDPLP), in which the Council (through various contractual and joint venture arrangements) was a partner, to enter into a partnership with a Landsec (Land Securities Group plc) special purpose vehicle for the delivery of the first phase of commercial development and to acquire an interest in the neighbouring Macdonald Hotel car park site.

The Leader reported that despite some delays caused by the COVID-19 pandemic, substantive progress had now been made on delivering the first phase of Mayfield, which would set a strong foundation for realising the overall development. Mayfield Park had been completed and was opened to the public in September 2022.

Following the acquisition of U&I PPP Limited (the former preferred private sector development partner for the site), Landsec had expressed a desire to progress with the first phase of commercial development at the earliest opportunity. The delivery of Phase 1 would kickstart the future phases of development, provide essential investment to the site, and begin to bring new businesses and jobs to the area

The MDPLP had been negotiating with Landsec on development delivery arrangements to deliver the first phase, and were now looking to enter into this arrangement, which could then be extended to future phases. The agreement did not alter the terms of the overarching Public Sector and Partnership joint venture arrangements, reported to the Executive in September 2016. The public sector partners had been advised by an independent property agency and every care had been taken to ensure that the partners received best value from the arrangements and that any risks to the Council and the other public sector partners were minimised.

However, it was noted that should the delivery arrangements fail, and the expected receipts were not received, the Partnership would be required to meet the future costs of the maintenance of the site, including the running costs of the park. These were estimated to be £750k for 2023/24, and reaching £1.1m p.a. by 2025/26.

It was also reported that the current owners of the Macdonald Manchester Hotel on London Road recently marketed the car park adjacent to the hotel for sale as it was considered to be surplus to their operational requirements for the hotel. This site was included within the Mayfield SRF. The MDPLP had made an offer to the owners to purchase the site, with the price based on independent valuation advice. This offer had now been accepted and terms agreed, in principle, for the sale

The acquisition costs would be met by the public and private sector partners which make up the MDPLP, in line with their respective interests. This meant that the Council's contribution to the acquisition would be £1.262m and it was proposed that these costs were funded from the existing approved Strategic Acquisitions Budget.

In addition, there was a requirement for additional working capital from the public and private sector partners in the MDPLP in order to maintain the operational and development activities of the Partnership and enable the preparations needed for the delivery of Phase 1. The Council had previously provided land and working capital to a value of approximately £4.25m. to the Partnership. The Council's share of the additional capital was £90k, of which £83k is already budgeted for within the Mayfield budget. It was proposed that the £7k difference is transferred from the Strategic Acquisitions Budget to the Mayfield Budget.

To support the public sector limited partnership's funding of the acquisition and enable the development to progress there was also a need to refinance the existing public sector partnership (which made up 50% of the overall Partnership joint venture). Significant historic costs were incurred relating to the original procurement of U&I PPP Limited, costs for negotiating the original public sector and Partnership agreements and the more recent property advice to inform the Phase 1 arrangements. It was anticipated that the refinancing of historic public sector partnership costs and the additional capital funding to the Partnership would enable the realisation of future capital receipts provided from the longer-term re-development of the Mayfield site, including from the development of the Macdonald car park site.

The report was accompanied by a Part B report, which outlined the confidential commercial terms of the arrangements for both of these transactions.



## Decisions

The Executive:-

- (1) Note the progress made on delivery of Phase 1 of the Mayfield development.
- (2) Note the terms of the arrangements for delivery of Phase 1 of the commercial development of Mayfield and for acquiring the Macdonald Hotel car park site as set out in this report and the detailed confidential commercial terms for those transactions as set out within the Part B report on Mayfield Phase 1 on the agenda.
- (3) Approve a virement of £886k from the Strategic Acquisitions budget to the Mayfield budget.
- (4) Approve the use of the Strategic Acquisitions budget (£1.262m) and the Mayfield budget (£90k) to fund additional working capital to the Partnership by way of loan notes in the sum of £1.316m to facilitate and support the delivery of Phase 1 of the Mayfield development and the acquisition of the Macdonald Car Park.
- (5) Approve the use of £879k from the Mayfield budget to refinance some of the historic development costs of the public sector limited partnership.
- (6) Delegate authority to the City Solicitor to complete and enter into any necessary contractual or ancillary documents required to give effect to the above recommendations and the arrangements as set out in the report.
- (7) Approve, in the Council's capacity as shareholder or limited partner, the entering into or completion of any necessary contractual or ancillary documents on behalf of Mayfield Development Manchester Limited, Mayfield Partnership Limited Partnership, Mayfield Partnership (General Partner) Limited, Mayfield Development Partnership Limited Partnership and Mayfield Development (General Partner) Limited required to give effect to the above recommendations and the arrangements as set out in the report.
- (8) Note that in accordance with paragraph 18 of Part 4, Access to Information Procedure Rules and paragraph 14 of Part 4, Scrutiny Procedure Rules of the Council's constitution, and having considered the advice of the relevant statutory officers, the Chair of Resources and Governance Scrutiny Committee has agreed that the above decisions are deemed as urgent, in that any delay caused by the call-in process, would seriously prejudice the legal or financial position of the Council or the interests of the residents of Manchester and as such has exempted these decisions from Call In.

## Exe/22/101 Exclusion of Press and Public

### Decision

The Executive agrees to exclude the public during consideration of the following item which involved consideration of exempt information relating to the financial or business affairs of particular persons and public interest in maintaining the exemption outweighs the public interest in disclosing the information.

### **Exe/22/102 Delivery of Affordable Housing - Project 500 Update (Part B)**

Further to Minute Exe/22/98, the Executive considered a report of the Strategic Director (Growth and Development), which set out the land valuation and financial ramifications in respect of the proposals to dispose of a portfolio of sites in Council ownership for the provision of affordable homes in relation to Project 500.

#### **Decision**

The Executive note the valuation information contained in this report.

### **Exe/22/103 King Street Multistorey Car Park & King Street West Shops (Part B)**

Further to Minute Exe/22/99, the Executive considered a report of the Strategic Director (Growth and Development), which set out the financial implications of the proposed surrender of the long leasehold interest the Council holds for the multi storey car park (MSCP) and ground floor retail shops at King Street West.

#### **Decisions**

The Executive:-

- (1) Approve the decision to declare the asset surplus to operational need for disposal by way of surrender of the lease of the MSCP and ground floor retail shops at King Street West.
- (2) Note the proposal to return to Executive in the event that (1) it has not been possible to secure vacant possession of the site by agreement and a formal request be made to consider the use of Compulsory Purchase Powers and (2) following a period of negotiation with the beneficiaries of any adjoining third party rights affected by the proposed development, the freeholder has not reached a settlement and has requested the Council consider use its powers under section 203 Housing and Planning Act 2016.
- (3) Delegate authority to the Deputy Chief Executive and City Treasurer, Strategic Director (Growth and Development) in consultation with the Leader and Executive Member for Finance and Resources to negotiate and finalise the details and terms of the disposal by way of surrender together with the property, commercial and any ancillary arrangements.
- (4) Delegate authority to the City Solicitor to enter into and complete all documents or agreements necessary to give effect to the recommendations in this report.

- (5) Note the net revenue budget growth of £1.46m that will be required to offset the loss of income, and that this will need to be considered as part of the 2024/25 budget process.

### **Exe/22/104 Mayfield Phase 1 Update (Part B)**

Further to Minute Exe/22/100, the Executive considered a report of the Strategic Director (Growth and Development), which outlined the confidential commercial terms of the arrangements for the delivery of the first phase of commercial development and to acquire an interest in the neighbouring Macdonald Hotel car park site as part of Mayfield Phase 1 redevelopment.

### **Decisions**

The Executive:-

- (1) Note the contents of the Mayfield Phase 1 Update Part A report.
- (2) Endorse the proposal for the Mayfield Development Partnership Limited Partnership (acting through its general partner) to enter into agreements with the Landsec SPV for delivery of Phase 1 of the commercial development of Mayfield as set out in the report.
- (3) Note the intention of the Mayfield Development Partnership Limited Partnership (acting through its general partner) to acquire part of the leasehold interest in the Macdonald Hotel.

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**Manchester City Council  
Report for Resolution**

**Report to:** Executive – 14 December 2022

**Subject:** Delegation of Executive Functions to the Executive and Council Officers

**Report of:** The City Solicitor

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**Summary**

To ask the Executive to note the decision of the Leader of the Council to delegate all of the Council’s executive functions to the Executive.

To ask the Executive to note and endorse the decision of the Leader of the Council to arrange for the discharge of all of the Council’s executive functions recorded at Part 3, Sections A and F of the Council’s November 2022 Constitution to be delegated as set out in that version of the Constitution.

**Recommendations**

That the Executive:

- (1) Notes the decision of the Leader of the Council to exercise the power under Section 9E(2) of the Local Government Act 2000 to delegate the discharge of all of the Council’s executive functions to the Executive;
  - (2) Notes and endorses the decision of the Leader of the Council to delegate to officers the discharge of all of the Council’s executive functions recorded at Part 3, Sections A and F of the Council’s November 2022 Constitution as set out in the revised versions of those sections presented to Council at its meeting on 30 November 2022; and
  - (3) In relation to the Scheme of Delegation to Officers set out in Part 3, Section F of the Council’s November 2022 Constitution, note that such delegations of executive functions include those functions that are designated as “Executive Functions” and those functions that are designated as “General Functions” insofar as these are executive functions.
- 

**Wards Affected:** All

<b>Manchester Strategy outcomes</b>	<b>Summary of the contribution to the strategy</b>
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Not directly applicable

A highly skilled city: world class and home grown talent sustaining the city's economic success	Not directly applicable
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Not directly applicable
A liveable and low carbon city: a destination of choice to live, visit, work	Not directly applicable
A connected city: world class infrastructure and connectivity to drive growth	Not directly applicable

**Full details are in the body of the report, along with any implications for:**

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

#### **Financial Consequences – Revenue**

None directly.

#### **Financial Consequences – Capital**

None directly.

#### **Contact Officers:**

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

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

- Manchester City Council Constitution, as adopted by the Council on 30 November 2022

## **1.0 Introduction**

1.1 Section 9E(2) of the Local Government Act 2000 provides that when a Council operates a Leader and Cabinet form of Executive, it is for the Leader of the Council to allocate responsibility for the exercise of all of the Council's executive functions. The Leader may decide to discharge any of the Council's executive functions personally, or may arrange for the discharge of any of the Council's executive functions by –

- the Executive;
- another member of the Executive;
- a Committee of the Executive;
- an Area Committee; or
- an officer of the Council.

1.2 Section 9E(3) of the Local Government Act 2000 provides that where the Leader has arranged for the discharge of any of the Council's Executive functions to be delegated to the Executive, then (unless the Leader directs otherwise), the Executive may arrange for the discharge of any of the Council's executive functions that have been delegated to it by –

- a Committee of the Executive;
- an Area Committee; or
- an officer of the Council.

1.3 Section 9E(7) of the Local Government Act 2000 provides that any arrangements that are made by –

- the Leader for the discharge of any of the Council's executive functions by the Executive or by a Council Officer, or
- the Executive for the discharge of any of the Council's executive functions by a Council Officer,

do not prevent the Leader or the Executive whom the arrangements have been made by from exercising the executive functions concerned.

## **2.0 The Delegation of Executive Functions**

2.1 The Executive is asked to note the decision of the Leader of the Council to delegate the discharge of all of the Council's executive functions to the Executive. The Executive is also asked to note and endorse the arrangements agreed by the Leader of the Council for the delegation to officers of the Council's various executive functions as recorded at Part 3, Sections A and F of the Council's November 2022 Constitution, as presented to Council at its meeting on 30 November 2022.

## **3.0 Contributing to the Manchester Strategy**

### **(a) A thriving and sustainable city**

Not directly applicable

- (b) **A highly skilled city**  
Not directly applicable
- (c) **A progressive and equitable city**  
Not directly applicable
- (d) **A liveable and low carbon city**  
Not directly applicable
- (e) **A connected city**  
Not directly applicable

#### **4. Key Policies and Considerations**

- (a) **Equal Opportunities**  
none
- (b) **Risk Management**  
The Council's Constitution is a key document that ensures effective corporate governance of the Council, in accordance with the Council's *Code of Corporate Governance*.
- (c) **Legal Considerations**  
Ensuring that the discharge of the Council's executive functions has been delegated to the appropriate Council officers in accordance with the law, and that such delegation has been accurately recorded in the Council's Scheme of Delegation in the Constitution is of importance in ensuring that Council officers do not take actions for which they do not have the appropriate delegated authority.



## Manchester City Council Report for Resolution

**Report to:** Executive – 14 December 2022  
**Subject:** Capital Programme Update  
**Report of:** Deputy Chief Executive and City Treasurer

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### Summary

In February each year the Executive receives a report on the capital budget for the forthcoming five financial years and approves a series of recommendations to Council for the approval of the capital programme. Proposals for the capital budget were presented to the Executive on 16th February 2022.

Throughout the year new and emerging projects are brought forward, as well as changes to on-going projects which require investment. The Capital Update Report informs members of these requests to increase the capital programme, seeks approval for those schemes that can be approved under authority delegated to the Executive and asks the Executive to recommend to Council proposals that require specific Council approval.

### Recommendations

- (1) Under powers delegated to the Executive, to approve the following changes to the Council's capital programme:
    - Public Sector Housing – Rough Sleepers Accommodation Programme (RSAP) - Bring Bedsits Back in to Use. A capital budget increase of £0.350m is requested, funded by £0.141m Government Grant and £0.209m RCCO from HRA Reserve.
    - Growth and Development - Land at Withington Road. A capital budget decrease of £0.160m is requested and approval of a corresponding transfer of £0.160m to the revenue budget, funded by Capital Fund.
    - Highways Services - Manchester to Chorlton Cycleway Area 3A & 3B. A capital budget increase of £2.035m is requested, funded by External Contribution.
  - (2) Executive is also asked to note the increases to the programme of £0.150m as a result of delegated approvals.
- 

**Wards Affected** - Various

**Environmental Impact Assessment** - the impact of the decisions proposed in this report on achieving the zero-carbon target for the city

All capital projects are reviewed throughout the approval process with regard to the contribution they can make to Manchester being a Zero-Carbon City. Projects will not receive approval to incur costs unless the contribution to this target is appropriate.

<b>Our Manchester Strategy outcomes</b>	<b>Contribution to the strategy</b>
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Contributions to various areas of the economy including investment in ICT services, Housing, and leisure facilities.
A highly skilled city: world class and home-grown talent sustaining the city's economic success	Investment provides opportunities for the construction industry to bid for schemes that could provide employment opportunities at least for the duration of contracts
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Improvements to services delivered to communities and enhanced ICT services.
A liveable and low carbon city: a destination of choice to live, visit, work	Investment in cultural and leisure services and housing.
A connected city: world class infrastructure and connectivity to drive growth	Through investment in ICT and the City's infrastructure of road networks and other travel routes.

**Full details are in the body of the report, along with any implications for**

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

### **Financial Consequences – Revenue**

The revenue budget of the City Council will increase by £0.160m if the recommendations in this report are approved.

### **Financial Consequences – Capital**

The recommendations in this report, if approved, will increase Manchester City Council's capital budget by £2.225m across the financial years as detailed in Appendix 1.

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

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

Report to the Executive 16<sup>th</sup> February 2022 – Capital Strategy and Budget 2022/23 to 2024/25

Report to the Executive 16<sup>th</sup> March 2022 - Capital Programme Update

Report to the Executive 1<sup>st</sup> June 2022 – Capital Programme Update

Report to the Executive 29<sup>th</sup> June 2022 – Capital Outturn Report

Report to the Executive 22<sup>nd</sup> July 2022 – Capital Programme Update

Report to the Executive 14<sup>th</sup> September 2022 - Capital Programme Update

Report to the Executive 19<sup>th</sup> October 2022 – Capital Programme Update

Report to the Executive 16<sup>th</sup> November 2022 – Capital Programme Update

## **1.0 Introduction**

1.1 This report outlines the requests for changes to the capital budget from 2022/23.

## **2.0 Background**

2.1 In February each year the Executive receives a report on the capital budget for the forthcoming five financial years and approves a series of recommendations to Council for the approval of the five-year capital programme. Proposals for the capital budget were presented to the Executive on 16th February 2022.

2.2 The capital programme evolves throughout the financial year, and as new projects are developed, they will be reviewed under the current governance framework and recommendations made regarding whether they should be pursued.

2.3 The following requests for a change to the programme have been received since the previous report to the Executive on 16<sup>th</sup> November 2022. The impact of changes to the Capital Budget from previous reports are detailed in Appendix 2.

2.4 The capital programme budget was reset for 2022-23 and future years as part of the Capital 2021-22 Outturn report which came to Executive at the end of June.

2.5 Note that where requests are made in the report to switch funding from capital to revenue and to fund the revenue spend from the Capital Fund, this is a funding switch from within the capital programme and will not have a negative impact on the Fund itself.

2.6 For the changes requested below, the profile of the increase, decrease or virement is shown in Appendix 1 for each of the projects.

## **3.0 Proposals Not Requiring Specific Council Approval**

3.1 The proposals which do not require Council approval and only require Executive approval are those which are funded by the use of external resources, use of capital receipts, use of reserves below £10.0m, where the proposal can be funded from existing revenue budgets or where the use of borrowing on a spend to save basis is required. The following proposals require Executive approval for changes to the City Council's capital programme:

3.2 Public Sector Housing – Rough Sleepers Accommodation Programme (RSAP) Bring Bedsits Back in to Use. There are 24 high rise blocks (20 in Housing Operations management and 4 in AVRO Hollows management), which include a number of bedsits that have either been refurbished / converted in the past, are in use as an office or vacant and require refurbishment or conversion. There are 26 currently with no rent charge being raised and a bid was submitted and successful through the Governments Rough Sleeping Accommodation Programme (RSAP) via Homes England to refurbish and bring back into use 11 of these bedsits to be utilised as Move On homes. A capital budget increase of

£0.350m in 2023/24 is requested, funded by £0.141m Government Grant and £0.209m RCCO from HRA Reserve.

- 3.3 Growth and Development - Land at Withington Road. The Council have recently commenced work to bring the above site, amounting to just under 3 acres of prime development land, to the market to deliver residential development. This represents a rare opportunity in the south of the City to deliver a high-quality planning policy compliant market-led housing scheme on Council land which would generate a substantial capital receipt. The scheme requires approval for the capital expenditure required to remove a restrictive covenant currently in favour of Barnardo's (previously The Tatton Estate), that potentially limits or prevents development that can take place. The cost of removing the covenant is to be cash flowed in revenue pending the capital receipt upon sale. A capital budget decrease of £0.160m is requested in 2022/23 and approval of a corresponding transfer of £0.160m to the revenue budget, funded by Capital Fund.
- 3.4 Highways Services - Manchester to Chorlton Cycleway Area 3A & 3B. Areas 3A & 3B form part of the 5km route that includes large sections of segregation for people travelling on foot and by bike and traffic from Chorlton Park to Manchester. The 5km route will run along Barlow Moor Road, Manchester Road, Upper Chorlton Road and Chorlton Road, linking with existing routes and continuing to the city centre. The aim of this scheme is to deliver a significant improvement in the provision of infrastructure for cyclists, whilst also improving the walking environment through making junctions safer to cross and improving the public realm.
- 3.5 Chorlton areas 1,2,4 & Brooks Bar are either complete or on site; 3A & 3B link these areas and are required to complete the larger Manchester to Chorlton cycleway Project. Chorlton 3A runs from the junction of Seymour Grove & Upper Chorlton Road along Manchester Road to the bridge by Clarendon Road West and Chorlton 3B is a continuation of 3A at the bridge on Manchester Road onto Barlow Moor Road up to the junction with Sandy Lane. The overall construction cost for this section of the scheme is £5.47m. £3.435m available from within the approved Chorlton Cycleway budget and a further £2.035m is being requested. The project is subject to funding approval by GMCA in December 2022 and no expenditure will be incurred prior to this. A capital budget increase of £2.035m is requested, funded by External Contribution.

#### **4.0 Delegated budget Approvals**

- 4.1 There have been increases to the programme totalling £0.150m as a result of delegated approvals since the previous report to the Executive on 16<sup>th</sup> November 2022.
- 4.2 The increase relates to Highfield Country Park S106. The scheme will utilise the S106 for the benefit of local residents in improving the services within the vicinity of Highfield Country Park in the ward of Levenshulme as set out within the general obligations of the agreement. Improvements will include, but are not

limited to, improved surfaces on the network of paths, improving the existing site entrances, signage and ecological improvements.

## **5.0 Prudential Performance Indicators**

- 5.1 If the recommendations in this report are approved the General Fund capital budget will increase by £2.225m across financial years, as detailed in Appendix 1.
- 5.2 This will also result in an increase in the prudential indicator for Capital Expenditure in corresponding years. Monitoring of all prudential indicators is included within the Capital Monitoring Report during the year.

## **6.0 Contributing to a Zero-Carbon City**

- 6.1 All capital projects are reviewed throughout the approval process with regard to the contribution they can make to Manchester being a Zero-Carbon City. Projects will not receive approval to incur costs unless the contribution to this target is appropriate.

## **7.0 Contributing to the Our Manchester Strategy**

### **(a) A thriving and sustainable city**

- 7.1 Contributions to various areas of the economy including investment in ICT services, housing, and leisure facilities.

### **(b) A highly skilled city**

- 7.2 Investment provides opportunities for the construction industry to bid for schemes that could provide employment opportunities at least for the duration of contracts.

### **(c) A progressive and equitable city**

- 7.3 Improvements to services delivered to communities and enhanced ICT services.

### **(d) A liveable and low carbon city**

- 7.4 Investment in cultural and leisure services and housing.

### **(e) A connected city**

- 7.5 Through investment in ICT and the City's infrastructure of road networks and other travel routes.

## **8.0 Key Policies and Considerations**

### **(a) Equal Opportunities**

- 8.1 None.

**(b) Risk Management**

- 8.2 Risk management forms a key part of the governance process for all capital schemes. Risks will be managed on an ongoing and project-by-project basis, with wider programme risks also considered.

**(c) Legal Considerations**

- 8.3 The approvals set out in this report are in accordance with the Council's constitution.

**9.0 Conclusions**

- 9.1 The revenue budget of the City Council will increase by £0.160m if the recommendations in this report are approved.
- 9.2 The capital budget of the City Council will increase by £2.225m, if the recommendations in this report are approved.

**10.0 Recommendations**

- 10.1 The recommendations appear at the front of this report.

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## Appendix 1 - Requests for Adjustments to the Capital Budget Provision

Dept	Scheme	Funding	2022/23	2023/24	2024/25	Future	Total
			£'000	£'000	£'000	£'000	£'000
<b><u>Executive Approval Requests</u></b>							
Public Sector Housing	Bring bedsits back into use	RCCO - HRA Reserves		209			209
Public Sector Housing	Bring bedsits back into use	Government Grant		141			141
Growth and Development	Land at Withington Road	Budget reduction, funding switch via Capital Fund	- 160				- 160
Highways Services	Manchester to Chorlton Cycleway Area 3A & 3B	External Contribution		2,035			2,035
<b><u>Total Executive Approval Requests</u></b>			<b>-160</b>	<b>2,385</b>	<b>0</b>	<b>0</b>	<b>2,225</b>
<b><u>Total Budget Adjustment Approvals</u></b>			<b>-160</b>	<b>2,385</b>	<b>0</b>	<b>0</b>	<b>2,225</b>

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## Appendix 2 – Capital Programme Budget 2022-25

	Approvals			
	Council	Executive	Delegated	Total
	£'000's			
Capital Outturn 2021/22		969,370		969,370
Capital Update Report 1st June 2022	11,905			11,905
Capital Update Report 22nd July 2022	4,350	9,764		14,114
Capital Update Report 14th September 2022	5,230	11,144	-264	16,110
Capital Update Report 19th October 2022		1,550	1,794	3,344
Capital Update Report & Standalone 16th November 2022	23,000	2,484	659	26,143
Capital Update Report 14th December 2022			150	150
<b>Total Revised Budget</b>	<b>44,485</b>	<b>994,312</b>	<b>2,339</b>	<b>1,041,136</b>

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**Manchester City Council  
Report for Resolution**

**Report to:** The Executive – 14 December 2022

**Subject:** Manchester Piccadilly SRF Addendum: East Village Central Framework

**Report of:** Strategic Director – Growth & Development

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### Summary

This report provides Members with details of a draft framework for the East Village area of the Manchester Piccadilly Strategic Regeneration Framework (SRF). It seeks endorsement in principle of the draft East Village Central Framework, which would help to guide development in a way that reflects its physical and locational characteristics; meets the objectives and principles within the Manchester Piccadilly SRF; complements developments in adjacent neighbourhoods; and supports future growth. The report also seeks agreement for a public consultation exercise to be undertaken on the draft East Village Central Framework.

### Recommendations

The Executive is recommended to:

- (1) Consider and endorse in principle, the proposals set out in the draft East Village Central Framework which is an addendum to the Manchester Piccadilly Strategic Regeneration Framework (SRF);
  - (2) Request the Chief Executive undertake a public consultation exercise on the draft East Village Central Framework with local residents, businesses and other stakeholder; and
  - (3) Agree that a further report be brought forward, following the public consultation exercise, for consideration by the Executive which sets out the comments received.
- 

**Wards Affected:** Piccadilly

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

All future development proposals within the East Village Central area would need to be carefully considered in order to ensure that they contribute towards meeting the City's zero-carbon target. All construction would be required to meet the highest standards of sustainable development. Given East Village Central's highly accessible location within the city centre, near to national rail and regional Metrolink services at Piccadilly Station, and local bus services, it is inherently considered as a highly sustainable

location for regeneration and development, with minimum car access anticipated.

The proposals seek to create a new mixed use commercial development, supporting the creation of a sustainable and accessible city centre neighbourhood. The development would secure a significant piece of high-quality public realm, improving the ability of existing and future local communities to prioritise active travel modes.

All these factors are important contributions to acting on the climate change emergency declared by Manchester City Council, helping to reduce carbon emissions in line with policy aspirations to become a zero-carbon city by 2038.

**Equality Impact Assessment** - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments

To ensure that future development in the East Village Central Framework area is brought forward in an inclusive manner, a formal consultation process is proposed. The results of the consultation will be brought back to a future Executive meeting.

The development of this site is capable of providing significant new commercial and residential space, creating jobs and opportunities open for all residents. The site would likely include leisure opportunities to create a sense of place and destination for new residents, workers, visitors and existing surrounding communities. The site would be made highly permeable, connecting neighbouring streets and communities with high quality and fully accessible open spaces and public realm.

Any future development proposals, such as development plots indicated in the draft framework, would be considered through future planning applications with full public consultations.

It is considered at this stage that the proposals do not impact any protected or disadvantaged groups.

<b>Manchester Strategy outcomes</b>	<b>Summary of the contribution to the strategy</b>
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The comprehensive redevelopment of the East Village Central site would provide a major focus for new investment within the area. The draft framework would support direct employment opportunities through the creation of new commercial space and would underpin future economic growth via the provision of high-quality new homes within a distinctive neighbourhood. The development would support further population and jobs growth and assist in the attraction and retention of the talent required to support Manchester's growth across a range of economic sectors. It could potentially provide 3,500 jobs for

	<p>local people. The development would also act as a catalyst for further investment in the Piccadilly area and support investment in the wider Eastern Gateway.</p>
<p>A highly skilled city: world class and home-grown talent sustaining the city's economic success</p>	<p>The regeneration of the whole Piccadilly area would contribute towards the continuing economic growth of the city, providing additional job opportunities, at a range of skill levels, for local residents.</p> <p>The redevelopment of the East Village Central area would provide direct employment opportunities and meet housing demand from residents who wish to live within the regional centre. Development would also see the delivery of new high-quality areas of public realm, providing an enhanced environment for those living, working and visiting in the city.</p>
<p>A progressive and equitable city: making a positive contribution by unlocking the potential of our communities</p>	<p>The proposals set out within the draft East Village Central Framework would support and stimulate regeneration within the wider Manchester Piccadilly SRF area and adjoining neighbourhoods including Ancoats and New Islington, the Ashton Canal Corridor, Holt Town and Lower Medlock Valley. The SRF proposals would assist in delivering the Manchester Housing Strategy and meet the growing demand for new homes in the city.</p> <p>The draft framework proposals would provide new public realm and public spaces, through high quality design, and uses that would provide positive amenity that local residents and adjoining neighbourhoods can benefit from.</p>
<p>A liveable and low carbon city: a destination of choice to live, visit, work</p>	<p>The Manchester Piccadilly Strategic Regeneration Framework (SRF) provides an overall vision and framework for the regeneration of the Piccadilly area as a key gateway to the city, with a unique sense of place. Providing new, high quality commercial and residential accommodation and the public amenities including public realm, retail, and leisure opportunities, would create a desirable</p>

	<p>location in which to live, work and visit.</p> <p>Consistent with the Manchester Piccadilly SRF, the draft East Village Central Framework would support the delivery of a commercially-led, mixed use development. The site is extremely well served by public transport options given its city centre location and the creation of a new permeable layout and street pattern would focus on prioritising active travel modes such as walking and cycling, including enhancing links through the city centre to Central Retail Park and Eastlands. New development would incorporate energy efficient technologies to reduce the carbon footprint of the city and create a neighbourhood that supports its residents through the delivery of high-quality public realm and a range of amenities.</p>
<p>A connected city: world class infrastructure and connectivity to drive growth</p>	<p>The East Village Central area has exceptional accessibility to public transport due to its city centre location. In addition, the development would create and enhance access to safe active travel connections linking existing adjacent communities in Manchester Piccadilly, Central Retail Park and Eastlands, and the city centre's diverse range of uses and functions.</p> <p>The city's plans for the Piccadilly area, set out within the Manchester Piccadilly SRF, are to provide a world-class transport interchange that can act as a gateway to the city and city region.</p>

**Full details are in the body of the report, along with any implications for**

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

### **Financial Consequences – Revenue**

There are no financial implications arising directly from this report. The Council has some land-holdings within the draft East Village Central Framework area and at this stage the Council are not seeking to dispose of its land within this area.



## **Financial Consequences – Capital**

There are no financial implications arising directly from this report.

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

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

- Report to Executive 11 September 2013 - High Speed 2 (HS2) Consultation and Manchester Piccadilly Strategic Regeneration Framework (SRF)
- Report to Executive 18 December 2013 - High Speed 2 (HS2) Manchester Piccadilly and Mayfield Strategic Regeneration Framework (SRF) Consultations
- Manchester Piccadilly Strategic Regeneration Framework (January 2014)
- Report to Executive 8 March 2017 - Manchester Piccadilly SRF Update: Portugal Street East Masterplan
- Report to Executive 7 March 2018 - Manchester Piccadilly Strategic Regeneration Framework Update 2018
- Manchester Piccadilly Draft Strategic Regeneration Framework 2018

## 1.0 Introduction

- 1.1 In June 2018, the Executive formally approved Strategic Regeneration Framework (SRF) for the Manchester Piccadilly area, following a public consultation.
- 1.2 The Manchester Piccadilly SRF is a response to the once-in-a-century opportunity provided by HS2, the Northern Hub, and now Northern Powerhouse Rail (NPR), to create a world class transport hub and arrival point into the city. It will transform the eastern side of the city centre by defining a unique sense of place and new districts and providing key linkages between East Manchester and the city centre.
- 1.3 The proposals within the Manchester Piccadilly SRF are based around the following key themes:
- **Maximising the opportunity** – using the catalyst of HS2’s arrival to create a new gateway and extend the boundaries of the city centre eastwards to the inner ring road and beyond.
  - **Place making** – creating a new district focussed around the station and a new Boulevard with public spaces, streets and buildings that generate activity and promote city pride.
  - **Townscape integration** – an area with its own character but also a seamless extension of the city centre which facilitates new routes and better connections.
  - **Neighbourhoods of choice** – a diversity of neighbourhoods that attract people to live, work and socialise in.
  - **Transport connectivity** – creating proposals that capture the potential for Piccadilly Station to be one of the world’s great transport buildings which can capitalise on the area’s unique location on the doorstep of one of Europe’s largest multimodal transport interchanges.
  - **Market viability** – defining proposals that offer a clear vision to investors and which are flexible and able to adapt to changes in demand.
- 1.4 This report provides the Executive with details of the emerging draft East Central Village Framework which is an addendum to the Manchester Piccadilly SRF.
- 1.5 The East Village area includes 2 primary landowners. The draft framework has been produced in order to ensure that the area is developed in an appropriate and holistic manner in the future across all plots within the site. The Council supports the principle of developing this area in such a manner.

## 2.0 Background

- 2.1 The Manchester Piccadilly SRF is a high-level document, covering a significant area, intended to offer a framework and set of principles, within which more detailed sub-area guidance and planning applications could come forward.

- 2.2 The site has been occupied by two longstanding city centre businesses, Stocktons, a furniture retailer and Presbar Diecastings, a foundry. Together they occupy a significant site close to Piccadilly Station and the Inner Ring Road. Presbar have now relocated, and the building is being converted on a temporary basis for a leisure and business use. Stocktons also intend to relocate soon. These decisions present an opportunity to review how a large and strategically significant area of land can be repurposed in a manner that maximises its contribution to the growth of the city centre.
- 2.3 The site identified in the draft East Village Central Framework is centrally located within the Piccadilly SRF area. As well as contributing to the overall objectives within the Piccadilly SRF, the draft framework proposals have been developed to ensure that they will complement the wider economic priorities and regeneration strategy for the city centre.
- 2.4 The framework is being promoted by Stocktons, one of the key landowners. The Stocktons site is likely to be the first phase, with further development expected to come forward in line with the principles of the draft framework.
- 2.5 Following public consultation, a final draft of the East Village Central Framework will be brought back to the Executive for approval.

### **3.0 Site Context**

- 3.1 The site is in close proximity to the proposed new Manchester High Speed Station. It effectively links the Piccadilly Station area to key regeneration opportunities beyond the Inner Relief Road.
- 3.2 The opportunity presented by the relocation of these longstanding businesses needs to be considered carefully. It provides an opportunity to comprehensively repurpose and redevelop an extensive area of land in a strategically significant location in a manner what would not have been envisaged hitherto. Its size and proximity to Piccadilly Station and Central Retail Park means that it is ideally situated to employment and residential uses as part of a mixed-use approach. The focus should be an employment-led, mixed use scheme supported by residential accommodation and active ground floor uses, high quality open space and public realm. This would respond to current market conditions, with an increasing need for new high quality commercial development space and would complement the proposed commercial development at Central Retail Park.
- 3.3 Manchester City Council has land ownerships in the area covered by the draft framework.

### **4.0 Draft East Central Village Framework - Vision and Development Parameters**

- 4.1 The overall vision for the draft East Village Central Framework is that by 2030 the area will include commercial and residential space, be anchored by accessible green and open spaces, and contribute to the area's vitality and

identity. This vision recognises the opportunities to add value to the surrounding area, and realise the overarching Manchester Piccadilly SRF ambition to regenerate and transform the neighbourhood surrounding Piccadilly Station and create a sense of place for the area. The successful delivery of the draft framework would create a new vibrant, refocused commercially-led, neighbourhood, which complements the arrival of High Speed rail and strengthens the regeneration of the Eastern side of the city.

4.2 The development would contain buildings of the highest possible design standards and would be high density across the whole site. There would be opportunities for increased density in the north eastern part of the site closest to Great Ancoats Street, in line with the area's highly accessible location, to maximise the amount of new homes, jobs and public realm that can be delivered. Building form and heights would be sensitive to the surrounding context. The development would prioritise the quality of the built environment, including a substantial quantum of public realm and connections, ensuring that it is attractive to new and surrounding communities. It would also kick-start the creation of a new office destination, required to attract further investment and employment in the city, with the potential to accommodate up to 3,500 new jobs on the site.

4.4 In addition, the following key strategic principles from the Manchester Piccadilly SRF have been considered in developing the draft East Village Central Framework:

- A commercially-led mix of uses was presented in the Manchester Piccadilly SRF as a basis for appraising economic viability. Other uses are required to support and complement this and ensure a vibrant and sustainable form of development is delivered in totality, as well as optimising the site's contribution to the city's commercial and residential needs.
- Active frontages are advocated and public access to the ground floor of buildings are to be provided.
- A recognition that streets are principal public spaces within the city; however, in addition, a network of public spaces would support the higher density of development essential for the city centre to foster sustainable growth and should offer a range of public outdoor amenity space.
- The SRF envisages an area of dense, urban blocks set around a series of public spaces.
- Ensuring permeability provides animated and legible connections with neighbouring areas.
- A pedestrian and public environment on a grid that is sympathetic to the scale of Manchester's historic grain and connected into existing networks to ensure access and permeability.

4.5 Within this context, and following further site analysis, the East Village Central Framework includes the following development and urban design parameters:

- Prioritisation for pedestrians across the site.
- A sustainable development, working towards achieving MCC's target of

Zero Carbon by 2038.

- A commercially-led mixed use development.
- Massing and height will be designed to respond to the urban grain of the area, with taller buildings along Great Ancoats Street, including the opportunity for a landmark residential building of significant height at the junction of Great Ancoats Street and Store Street.
- Large areas of active frontages, addressing both the external and internal site environment.

4.6 In addition, the principles and parameters set out within this document have been drafted to ensure consistency with national planning policy and the local development plan.

## **5.0 Comprehensive Regeneration – Delivery & Phasing**

5.1 The draft East Village Central Framework has been prepared to support the comprehensive redevelopment of the area as a whole, and to facilitate positive collaboration between the landowners, including the Council. The overall approach in agreeing a framework for future plans would be to guide investment and development and support the delivery of a well-designed and considered neighbourhood, with its own identity and sense of place.

5.2 Given the scale of the site, it is likely that development plots identified in the draft framework would come forward in a small number of phases. It is expected that the Stocktons plot, fronting Great Ancoats Street, would be the first phase of delivery, with other development following in the future.

## **6.0 Conclusions and Recommendations**

6.1 The draft East Village Central Framework is an addendum to the Manchester Piccadilly SRF. It represents a major strategic opportunity capable of delivering extensive and comprehensive redevelopment, close to a major transport hub. It has been prepared in order to shape and realise the city's ambitions to regenerate and transform the neighbourhood surrounding Piccadilly Station, with connected open spaces and public realm and a distinctive sense of place. The successful delivery of the draft framework will create a new vibrant, commercially-led, mixed use neighbourhood and community, boosting growth and new jobs. The development would be highly connected, functionally and physically, to the wider city centre and adjoining regeneration priority areas and will complement the arrival of HS2 and NPR.

6.2 The Executive is therefore requested, having regard to the content of this report, to approve the recommendations outlined at the front of this report to undertake the public consultation on the draft framework.

6.3 The results of the consultation will be fully considered and addressed in the final East Village Central Framework which will be reported back to a future meeting of the Executive.

## **7.0 Contributing to the Manchester Strategy**

7.1 Please see the front of the report.

## **8.0 Key Policies and Considerations**

### **Equal Opportunities**

8.1 A key aim of the draft East Village Central Framework is to support the creation of new jobs, homes and public realm in the city centre, for both existing and new residents. The proposals within the draft framework would enhance city centre connectivity, providing local residents with improved access to opportunities within the Piccadilly area. Furthermore, the draft framework will be the subject to local consultation, giving all stakeholders opportunities to engage in the process.

### **Risk Management**

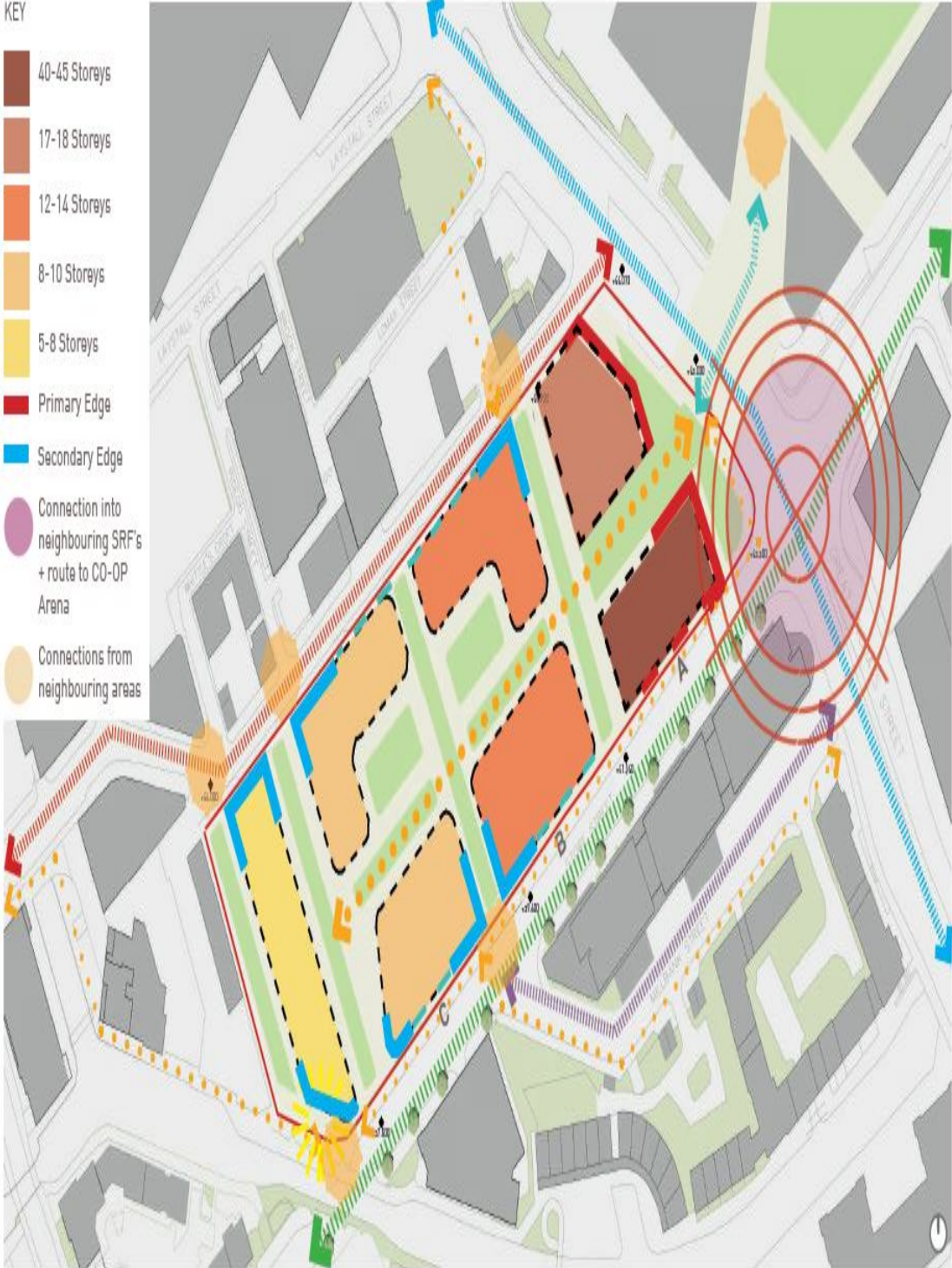
8.2 Development will be monitored by the City Centre Growth and Infrastructure team as planning applications are brought forward in the future to ensure development is in line with any approved frameworks.

### **Legal Considerations**

8.3 Subject to Executive approval, a further report will be brought forward after the public consultation exercise, setting out the comments received and any changes to the final version of the draft East Village Central Framework. If draft East Village Central Framework is endorsed by the City Council, it will become a material consideration for the Council as Local Planning Authority, alongside the Strategic Regeneration Framework (SRF) for the Manchester Piccadilly area.

## **9. Recommendations**

9.1 Recommendations can be found at the front of this report.



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**Manchester City Council  
Report for Resolution**

**Report to:** The Executive – 14 December 2022

**Subject:** Former Central Retail Park – Updated SRF

**Report of:** Strategic Director (Growth & Development)

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**Summary**

This report informs the Executive of an updated Strategic Regeneration Framework (SRF) for the former Central Retail Park site, and requests that the Executive approve the framework in principle, subject to public consultation.

**Recommendations**

The Executive is recommended to:

- (1) Approve in principle the proposals set out in the draft updated Former Central Retail Park Strategic Regeneration Framework (SRF);
  - (2) Request the Strategic Director to undertake a public consultation exercise on the draft updated Former Central Retail Park Strategic Regeneration Framework (SRF); with local residents, businesses and other stakeholders; and
  - (3) Agree that a further report be brought back to the Executive, following the public consultation exercise, setting out comments received.
- 

**Wards Affected:** Piccadilly, Ancoats and Beswick

<b>Environmental Impact Assessment</b> - the impact of the issues addressed in this report on achieving the zero-carbon target for the city
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The revised Former Central Retail Park Strategic Regeneration Framework (SRF) has responded to the City Council's aim of achieving zero-carbon targets through the creation of a highly sustainable, commercially-led neighbourhood, together with leisure uses, complementing surrounding developments. The revised SRF has improved connectivity, increased green space and biodiversity, and will aim to achieve the highest standards of sustainable design. The revised SRF also aligns with the city's active travel aspirations, to provide attractive and safe walking and cycling routes for visitors and residents.
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**Equality, Diversity and Inclusion** - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments

The Former Central Retail Park will provide a range of job, skills and leisure opportunities available to all local residents from across the city. Enhanced connections will be provided to surrounding communities, to enable them to take advantage of the opportunities offered on the site and in the wider area beyond.

In line with the previous framework, the proposals in the updated SRF will provide significant new public realm, accessible to all, providing wellbeing opportunities to all residents, workers and visitors. In addition, there is a commitment to ensure that design standards throughout the development will comply with the highest standards of accessibility.

<b>Manchester Strategy outcomes</b>	<b>Summary of how this report aligns to the OMS/Contribution to the Strategy</b>
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The proposals contained within the revised Former Central Retail Park SRF will bring forward commercially-led, development that will contribute to the creation of jobs within the area, diversifying the economy and activating large key sites connecting to the city. The proposals will be a catalyst for regional investment through supporting infrastructure, innovation, and people, providing a significant boost to the future economic growth for the local area and the region.
A highly skilled city: world class and home-grown talent sustaining the city's economic success	The proposals contained within the revised Former Central Retail Park SRF will provide additional commercial space to meet demand from existing and newly established businesses, thus creating and sustaining employment opportunities within this area of the city centre. The proposals will deliver a range of new high quality employment opportunities through the design, construction, and occupation of the scheme, for local residents including apprenticeships and training opportunities.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The proposals contained within the revised Former Central Retail Park SRF could create a business hub that is a vibrant and attractive destination for all business sizes, thereby helping to also meet existing office demand from local businesses and allowing them to grow. The scheme will attract substantial financial investment which will deliver positive socio-economic changes for Ancoats, New Islington and Manchester as a whole, providing opportunities for people and local businesses.

A liveable and low carbon city: a destination of choice to live, visit, work	The revised SRF responds to the Council's commitment to deliver zero carbon growth and sets out the intention of creating a sustainable neighbourhood with strong connections to public transport infrastructure; enhanced active travel routes, increased green space and biodiversity, and improved public realm.
A connected city: world class infrastructure and connectivity to drive growth	The revised SRF proposes to deliver extensive new public realm, with new attractive and safe routes connecting New Islington and East Manchester back to the rest of the city. The proposals will create a seamless link to the neighbourhoods of East Manchester, contributing to the connectivity, vibrancy and attractiveness of these areas.

**Full details are in the body of the report, along with any implications for:**

Equal Opportunities Policy  
Risk Management  
Legal Considerations

#### **Financial Consequences – Revenue**

There is no direct revenue implication for the City Council arising from this report.

#### **Financial Consequences – Capital**

There are no direct capital implications for the City Council arising from this report. A report will be brought forward in due course setting out the terms of the proposed land deal with the Government Property Agency.

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E-mail: dave.roscoe@manchester.gov.uk

**Background documents:**

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 officers above.

- Ancoats and New Islington Neighbourhood Development Framework, report to Executive 29 October 2014;
- Refresh of the Ancoats and New Islington Neighbourhood Development Framework, report to Executive 14 December 2016;
- Central Retail Park, Executive, 13th September 2017;
- Eastlands Regeneration Framework, Executive, 24th July 2019
- Draft Central Retail Park Development Framework – February 2020
- Refresh of the Ancoats and New Islington Neighbourhood Development Framework – Poland Street Zone, report to Executive 3 July 2020
- Refresh of the Ancoats and New Islington Neighbourhood Development Framework, report to Executive 12 February 2020

## **1.0 Introduction**

- 1.1 In October 2020, following public consultation, the Executive approved a Development Framework for the Former Central Retail Park site on Great Ancoats Street. This document set out the overarching strategic principles and planning context for the future development of the site, as a new highly sustainable, commercially led neighbourhood, bringing new jobs and businesses to the area, and complementing and connecting to surrounding areas.
- 1.2 This report outlines an updated Strategic Regeneration Framework (SRF) for the area, to ensure the regeneration aspirations for the site are met, and opportunities to achieve the best outcomes for its development are maximised. Within this updated version, we have taken on board the feedback provided by residents on the desire for more green open space in the area and have ensured that green space is a core component of the proposals.

## **2.0 Background**

- 2.1 The Former Central Retail Park is a 10.5-acre site located to the north-east of the city centre, bounded by Great Ancoats Street, Old Mill Street and Rochdale Canal. The Former Central Retail Park was acquired by the Council in 2017, with aspirations to bring forward a commercially-led development that would be one of the city's first net zero-carbon business district.
- 2.2 The redevelopment of the Former Central Retail Park is a long-standing strategic priority for the city and identified for development in previous planning documents, including the Ancoats and New Islington Neighbourhood Development Framework (2016) and Development Frameworks prepared for the Central Retail Park site in 2015 and more recently in 2020. The 2020 Central Retail Park Development Framework outlines the Council's vision to create a new commercial district with the ability to attract new businesses and talent to Manchester to support the ongoing growth of the city centre.
- 2.3 The 2020 Development Framework has now been reviewed to reflect the current market position and positively respond to the latest market requirements to provide purpose-built offices and high-quality facilities for workers. A new Strategic Regeneration Framework has been produced, which builds on many of the key design principles set out in the in the 2020 Framework, to provide a comprehensive approach to the future redevelopment of the site, supporting the Council's aspirations to drive economic growth through the provision of new high-quality Grade A offices to attract new companies to Manchester, surrounded by attractive and accessible public realm.
- 2.4 The new SRF positively responds to modern market requirements for businesses in providing purpose-built offices and high-quality public amenities. The new proposed public realm will provide a significant amount of new space that will be an attractive and safe environment which is fully integrated with the wider community and promotes well-being. The updated SRF also responds to

a potential interest from the Government Property Agency (GPA) to locate government offices on the site and work collaboratively with the Council to help unlock this development opportunity. Were GPA to commit to offices at the Former Central Retail Park, this would provide the catalyst to deliver the masterplan and provide socio-economic benefits, including new high-quality jobs. The proposal relates to adjacent communities and sets out design drivers informed by the site parameters, the potential requirements of the GPA, and a detailed understanding of the local context.

### 3.0 Former Central Retail Park Strategic Regeneration Framework Proposals

#### Vision & Purpose

- 3.1 The overall vision within the updated Former Central Retail Park SRF is to create a high-quality, sustainable office district, with an attractive public realm at its centre. The public realm will provide an attractive green space and recreational uses for local residents, new office employees, and visitors. The scheme builds upon the strategic location of the site and its strong connections to the local neighbourhoods, city centre, and transport networks. An indicative layout plan is attached at Appendix A.
- 3.2 The SRF aims is to provide a flagship model of sustainable development, to create a flexible, efficient and inspiring district that is inclusive and promotes social value and well-being. As well as new sustainable offices and public realm, it is proposed the site will include retail and leisure uses, providing attractive new facilities for people who live and work in the area.

#### Supporting Regeneration and Economic Growth

- 3.3 As Manchester's economic growth continues to develop and diversify, further provision of new high quality office stock in the city is required. The regeneration of the Former Central Retail Park responds to this need and aids key strategic objectives relating to place making, job creation and supporting local communities.
- 3.4 While many of the key design principles set out in the 2020 Development Framework are carried over, the new SRF proposes an entirely commercial scheme, positively responding to the need to provide more purpose-built offices within the city centre. As set out earlier, GPA have indicated a potential interest for commercial offices, and the site would provide flexibility to meet future office demand in the city centre.
- 3.5 Benefits from the proposed investment include the following:
- **Regional investment** - GPA is exploring options for delivering office solutions in Manchester to meet the needs of various civil service departments, with the Former Central Retail Park as a potential option. Securing investment from the GPA would be a significant boost to the future economic growth for the local area and the region.

- **New employment opportunities** - The proposal will deliver a range of new employment opportunities through the design, construction, and occupation of the scheme, providing significant opportunities for local residents including apprenticeships and training opportunities. Once developed the scheme is likely to support in excess of 8,000 jobs, many of which will be new to the city.
- **High quality office spaces** - The proposals will make a significant contribution to the Council's policy to deliver over 20 million sq. ft (circa 1.85m sq.m) of new office floorspace by 2037. This will strengthen the city economy, further enable its continued growth agenda, and deliver substantial local socio-economic benefits.
- **Connectivity** – The Former Central Retail Park is strategically located, with Great Ancoats Street to the south, that connects to important routes that further lead to the M60 and M62 regional and national connections. The site will benefit from its proximity to Manchester's two main rail stations, Piccadilly, and Victoria, including the proposed investments of HS2 and Northern Powerhouse Rail (NPR). New Islington Metrolink tram stop is also on the doorstep of the site providing local connection across the city.
- **Variety of office space** - The Northern Quarter and the Ancoats neighbourhoods have become popular destinations for a variety of businesses in many sectors. As a result, the demand for space has increased significantly and the lack of floorspace has led to rapidly rising prices. The Former Central Retail Park could create a business hub that is a vibrant and attractive destination for all business sizes, thereby helping to also meet existing office demand from local businesses and allowing them to grow.
- **High quality new public realm and improved connectivity** - At the centre of the site, a variety of new spaces are proposed which will provide benefit for the local community and the building occupants. In addition, the SRF proposes to deliver extensive new public realm, with new attractive and safe routes connecting the site to the rest of New Islington and East Manchester and to the rest of the city centre.
- **A new public park** – A new public park will enhance the existing green space and improve biodiversity on the site, improving the quality of life for residents, occupiers and visitors, and providing an attractive green space in which to relax, play and promote well-being.
- **New retail and leisure facilities** – A range of new independent and national retail and leisure facilities will be promoted to serve both local residents and the office workers, proving a new and exciting offer and associated employment opportunities.
- **Investment** - The scheme will attract substantial financial investment which will deliver positive socio-economic changes for Ancoats, New

Islington and Greater Manchester as a whole, providing opportunities for people and local businesses.

### Key Development Principles

- 3.6 The revised Former Central Retail Park SRF sets out a series of key design principles to maximise the use of a vacant site, as set out below:
- **Place making** – Place making has been a central component of the Former Central Retail Park SRF from the outset, helping to deliver the overarching vision for the new district. The Former Central Retail Park will create a mix of spaces including the public realm and retail facilities. This will help create a vibrant destination for employees and visitors alike. Creating a high-quality integrated development will be a key driver to ensure it will have a positive effect on future growth and job creation.
  - **High quality development** – The SRF promotes high-quality architecture and urban design that responds to the local context while establishing its own distinct character. New offices should be of high-quality architectural design with the use of appropriate materials. The public realm will also be a high-quality, inclusive open space for staff, visitors, and members of the community. The new green space at the centre of the new SRF will have materials and design features that reflect and complement existing green space in the local area.
  - **Connectivity** - The Former Central Retail Park SRF promotes new and improved links and permeability for pedestrian and cycle routes in the area, making it easier, safer, and more attractive to walk or cycle into the city or towards key transport hubs. The site's proximity to the city's main transport routes will make it a prime location for future business. Building upon wider connections will promote accessibility to the site and enable business collaboration.
  - **Sustainability** - The development will aim to achieve the highest standards of sustainable design. The public realm will extend Cotton Field Park and the Marina, creating new ecological habitats that contribute positively to the city's sustainability goals.
  - **Scale and mass** – Scale and massing is informed by following the key principles already established by the previous 2020 Development Framework. The offices will respect the Ancoats conservation area and be respectful of the listed mills. Office height increases towards the eastern side of the site, where it will be well integrated into the existing urban context.
  - **Form and layout** – The public realm will enable the site to be separated into two developable areas. The two parcels of land naturally extend the urban grain of Ancoats and New Islington, ensuring the site is integrated into its local context. The significant green space serves as the focal point of the scheme and provides new connections between existing elements.



- **Use** – Primarily a commercial, office-led proposal, the scheme is focused on delivering a significant amount of new office space to meet both the potential interest from GPA and further recognised market demand. This will be complemented by a retail and leisure offer included as part of the overall development. The uses will be distributed across the site, with retail and leisure at ground level providing primary active frontages along key routes to secure the area's vitality throughout the week.

## Public Realm

3.7 As highlighted above, in response to comments received on the previous consultation, public realm is central to the site, providing attractive new space for residents, workers and visitors. A number of potential new spaces are proposed within the illustrative plan for the site. These are:

- **The Garden** – The Garden could be the largest green space on the site and sits at the centre of the masterplan. It will be very closely linked to Cotton Field Park through both strong physical connections and also extending the design elements of the park through the materials of hard and soft landscape.
- **The Boulevard** – The Boulevard would be a major east-west site pedestrian route, linking all of the buildings in phase 1 with a direct view down to The Garden. There is the opportunity to create a relaxed ambience with planting islands and an avenue of mature trees, to provide a unique sense of place.
- **Canal Plaza** - will be a major arrival point for pedestrians into site from the city centre. It provides the opportunity to create a high-quality public piazza that reflects the canal and waterfront setting and uses the listed canal heritage.
- **Great Ancoats Street Frontage** - The illustrative masterplan seeks to provide an improved, greener frontage to Great Ancoats Street. Active frontages will be sought to provide animation along the street with wide footways and attractive soft landscape. It should be noted that limited vehicle access will be required off Great Ancoats Street into the site, which will need to be carefully designed and managed within the overall site.

## 4.0 Conclusions

4.1 The updated Former Central Retail Park SRF captures the aspirations set in the vision for the site and will create a high-quality, sustainable office district with an attractive public realm at its centre. It will also deliver significant socio-economic benefit to the city and the local community. The public realm will provide an appealing green space and recreational facility for the new office employees, local residents and visitors and builds upon the strategic location of the site and its strong connections to the local neighbourhoods, city centre, and transport networks.

- 4.2 The updated Former Central Retail Park SRF proposals provide an opportunity to deliver in excess of 8,000 high quality jobs, along with apprenticeships and other training opportunities. The jobs represent both opportunities that are completely new to the city and capacity for growth of existing enterprises, already located within the city.

## **5. Legal Considerations**

- 5.1 Subject to Executive approval, a further report will be brought forward after the public consultation exercise, setting out the comments received and any changes to the final version of the draft updated Former Central Retail Park SRF.
- 5.2 If the draft updated Former Central Retail Park SRF is subsequently approved by the City Council, it will become a material consideration for the Council as Local Planning Authority when determining any applications within the Former Central Retail Park SRF area.

## **6.0 Recommendations**

- 6.1 The recommendations are set out at the front of this report.

# INDICATIVE PARAMETER PLAN

The indicative parameters plan demonstrates how the individual design drivers and development principles could be realised. It is indicative at this stage subject to further exploration and detailed design and having regard to all planning policies.



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**Manchester City Council  
Report for Resolution**

**Report to:** The Executive – 14 December 2022

**Subject:** Local Nature Reserve Declaration: Kenworthy Woods

**Report of:** Director of Planning, Building Control and Licensing

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**Summary**

To seek the approval of the Executive Committee to declare one site in Manchester, Kenworthy Woods, as a Local Nature Reserve.

**Recommendations**

The Executive is recommended: -

- (1) To declare the area shown outlined on the “Location map of Kenworthy Woods” (Appendix 1) as the Kenworthy Woods Local Nature Reserve.
  - (2) Note officers are to consult formally with Natural England on the declaration.
  - (3) To instruct the City Solicitor (subject to the above) to prepare the formal declaration document as necessary.
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**Wards Affected:** Northenden

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

Ecosystems, such as Manchester’s woodlands, help to capture and store carbon, as do effectively managed meadows, while rivers and canals provide a cooling effect during times of heat stress. Access to nature encourages walking and cycling and improves health and wellbeing, reducing reliance on cars with a consequent reduction in carbon emissions.

**Equality, Diversity and Inclusion** - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments

The creation of Local Nature Reserves in the city allows for greater environmental equity for Manchester’s residents, protecting their ability to access these green spaces. The proposed LNR has designated accessible routes incorporated within it.

<b>Manchester Strategy outcomes</b>	<b>Summary of how this report aligns to the OMS/Contribution to the Strategy</b>
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Thriving green spaces increase the attractiveness of Manchester as a place in which to work and invest. Jobs are created in the environmental sector through the need to plant and manage the local green and blue infrastructure resource. Specialist jobs are also created such as Forest Schools leaders, ecologists and wildlife related engagement officer roles.
A highly skilled city: world class and home grown talent sustaining the city's economic success	Manchester competes on a world stage to attract skilled people. A high quality, attractive natural environment makes an important contribution to this.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Local Nature Reserves should be accessible to all communities within Manchester, offering the potential to gain health benefits through improved access to nature for relaxation and exercise and learning new skills through volunteering opportunities.
A liveable and low carbon city: a destination of choice to live, visit, work	The city's natural environment, its woodlands, rivers and meadows play a valuable role in storing carbon and creating a liveable city.
A connected city: world class infrastructure and connectivity to drive growth	Improved connectivity between green spaces improves local public access to nature, reducing the need to travel.

Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

#### **Financial Consequences – Revenue**

None

#### **Financial Consequences – Capital**

None

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

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

- Manchester Biodiversity Strategy – 2022-2030
- Manchester’s Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester: July 2015
- Manchester’s Great Outdoors: A Green and Blue Implementation Plan Refresh – March 2022
- Our Manchester Strategy - Forward to 2025
- Manchester City Council Climate Change Action Plan 2020-25

## 1.0 Introduction

- 1.1 Manchester City Council has a new Biodiversity Strategy which was endorsed at the Scrutiny and Executive Committees in October 2022. Objective 2 within the strategy states that ‘Land managers and practitioners in the city must be provided with the necessary knowledge and skills to protect and recover biodiversity’. One of the key ways to achieve this objective is to increase the number of Local Nature Reserves in Manchester. The strategy proposes that further sites will be designated as Local Nature Reserves on an annual review basis.
- 1.2 There are currently eight Local Nature Reserves in Manchester – Chorlton Water Park, Blackley Forest, Clayton Vale, Chorlton Ees & Ivy Green, Highfield Country Park, Boggart Hole Clough, Wythenshawe Park, and Stenner Woods & Millgate Fields. All the sites have benefitted from the designation through increased public usage by local and regional visitors. These sites are nationally recognised by Natural England and other nature conservation organisations such as Lancashire Wildlife Trust.

## 2.0 Background

- 2.1 Local Nature Reserves (LNRs) are protected areas of land designated by local authorities due to their wildlife and/or geological features that are of special interest locally. They provide opportunities for people to become involved in the management of their local environment as well as giving people special opportunities to study, learn or simply enjoy and connect with nature.
- 2.2 Declaring sites as LNRs plays an important role in biodiversity conservation. LNRs will offer many benefits not only to wildlife but also to the quality of life for the people of Manchester. The benefits of LNRs can be summarised as: -
- Protection of wildlife habitats and natural features
  - Increased community awareness and enjoyment of the natural environment through greater involvement
  - Provision of an environment in which people can learn about and study nature
  - Building relationships between local authorities, national and local conservation bodies, and local people
- 2.3 Local authorities have the power to acquire, declare and manage LNRs. To establish an LNR, the local authority must have or must acquire a legal interest in the land. The sites selected so far for designation have been chosen due to their rich flora and fauna and strong “Friends of...” groups. The guidance to declare LNRs is that they should generally be greater than 2ha in size and capable of being managed primarily for nature conservation so that there are special opportunities for study, research, or enjoyment of nature. They should also meet one of the following:
- of high natural interest locally



- of some reasonable natural interest and of high value locally for formal education or research
  - of some reasonable natural interest and of high value locally for the informal enjoyment of nature by the public
- 2.4 Local authorities are advised to consult with Natural England informally at an early stage and must consult formally when Council approval has been granted. Natural England is the Government agency that supports and advises on the conservation of wildlife and geology. They are key in the process of designating LNRs.
- 2.5 LNRs are protected from unsuitable development through the planning system. Policy EN15 (Biodiversity and Geological Conservation) of Manchester's Core Strategy and the National Planning Policy Framework 2021 (Habitats and Biodiversity), set out how the City Council as Local Planning Authority should consider planning applications which affect an LNR.
- 2.6 Natural England states that LNRs are an essential part of the country's green infrastructure. They are an important way to enhance and conserve nature and ecosystem services - the services nature provides to benefit people - against threats like climate change, declining biodiversity and lack of access.
- 2.7 Natural England recommends that everyone should have an accessible greenspace of 2 ha within 300m of home; at least one accessible 20 ha site within 5km of home; and at least one 500 ha site within 10km of home. LNRs can contribute to these targets and the ANGSt (Accessible Natural Greenspace Standards) standard of a minimum of 1 ha of LNR per 1000 of population. The reason for this is to try to ensure that all communities have reasonable access to natural environments near to where they live. With a population estimate of 550,000 at present Manchester's target is approximately 550 ha. If Kenworthy Woods is designated as an LNR then Manchester will increase its coverage from 391.8 ha to 427.8 ha.
- 2.8 It is important to have a productive and useful environment to support our existing and future residents. As ecological assets, Local Nature Reserves provide many co-benefits to both people and wildlife as key parts of the City's wider green and blue infrastructure network.
- 2.9 The designation also increases the opportunity to bid for additional sources of funding. For example, in 2022 the Parks team and Friends of Highfield Community Group helped secure £41,000 through Natural England and a range of other sources to develop wildlife friendly management approaches on Highfield LNR in Levenshulme.
- 2.10 The Council can declare land which it holds for recreation purposes (such as under section 164 of the Public Health Act 1875) provided the management of the proposed LNR will not restrict the public's statutory right of access and such use does not compromise the conservation aims of the LNR designation.

### **3.0 Kenworthy Woods**

- 3.1 Kenworthy Woods is situated to the south of Chorlton Water Park, separated by the River Mersey. The site is a key link within the Mersey Valley network of sites of high conservation value. Kenworthy Woods is located within the Northenden Ward and covers 36 hectares. The site is managed by the Parks Department under the guidance of their departmental River Valley Lead Officer.
- 3.2 Kenworthy Woods is a former tip site, with large scale environmental improvements undertaken in the 1990s, including large scale tree planting as part of the Co-operative Bank Community Woodland programme overseen by Red Rose Forest (now City of Trees). The site comprises of distinct areas of habitat including broadleaved woodland, native hedge row, neutral grassland, marshy grassland, scrub land and an orchard.
- 3.3 Kenworthy Woods offers a rich assortment of fungi species, flora and fauna. Furthermore, it is believed that Kenworthy Woods would be a suitable habitat for priority species identified in the new Biodiversity Strategy, including the Willow Tit. There is also a network of formal paths and desire lines across the site.
- 3.4 There are dedicated community and “Friends of...” groups working on the site and holding events and activities such as wassailing in the orchard, and nature walks around the site. These events are open to all and are advertised on social media.
- 3.5 Greater Manchester Orienteering also run a course with markers across the site.
- 3.6 Kenworthy Woods is held by the Council under section 164 of the Public Health Act 1875 and as such, the public have a statutory right of access. The proposed management of the land as an LNR will not restrict the public’s statutory right of access for recreation purposes or compromise the conservation aims of the proposed LNR designation.

### **4.0 The Future**

- 4.1 The designation of LNR status for Kenworthy Woods would help to establish the long-term maintenance and raise the profile of the site. The designation will also offer opportunities for funding as it reinforces Manchester’s commitment to nature conservation and recreation. The location of the proposed LNR within the Mersey Valley means that the designation also supports the ambition set out across a range of objectives in the City’s Our River Our City Strategy, providing increased opportunity for increased practical action, community engagement and awareness raising.
- 4.2 Natural England has confirmed their informal support for the declaration of LNR status for the site. If the Executive approves the declaration, the management plan will be referred to Natural England for formal consultation.

Subject to the outcome of the formal consultation, the site will be formally declared by the preparation of a formal declaration document. Once formally declared, the site will, at the earliest opportunity, be marked as an LNR on the upcoming Local Plan for the City of Manchester.

- 4.3 As mentioned in 2.7, we aim to ensure that in future, as many people across Manchester as possible have easy access to natural environment sites. This is part of an ongoing programme, with further sites under consideration for Local Nature Reserves declaration in order to represent an even spread across the city.

## **5.0 Recommendations**

- 5.1 The Executive is recommended:

- (1) To declare the area shown outlined on the “Location map of Kenworthy Woods” (Appendix 1) as the Kenworthy Woods Local Nature Reserve.
- (2) To note officers are to consult formally with Natural England on the declaration.
- (3) To instruct the City Solicitor (subject to the above) to prepare the formal declaration document as necessary.

## **6 Legal Considerations**

- 6.1 Under section 21 of the National Parks and Access to the Countryside Act 1949, a local authority can designate a site as an LNR provided:
- i) The site is controlled by the local authority, e.g. through ownership.
  - ii) It appears expedient to the local authority it should be managed as a nature reserve; and
  - iii) The local authority has consulted with Natural England.
- 6.2 An LNR is defined as including land managed for a conservation purpose and for a recreational purpose (provided the management of the land for the recreational purpose does not compromise its management for the conservation purpose)
- 6.3 Section 164 of the Public Health Act 1875 provides that any urban authority may purchase, lease, plant, improve and maintain lands for use as public walks or pleasure grounds.

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River Mersey

 Kenworthy Woods

Produced by the Planning & Infrastructure Team

 MANCHESTER CITY COUNCIL

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Ordnance Survey 100019568

Chorl

Play Area

Sports Ground

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**Manchester City Council  
Report for Resolution**

**Report to:** Environment and Climate Change Scrutiny Committee – 8  
December 2022  
The Executive – 14 December 2022

**Subject:** Draft Manchester Electric Vehicle Charging Strategy

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

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### Summary

To provide Members with an overview of the draft Manchester Electric Vehicle Charging Strategy.

### Recommendations

The Environment and Climate Change Scrutiny Committee is recommended to note the report and endorse its progress to Executive.

The Executive is recommended to approve and endorse the Manchester Electric Vehicle Charging Strategy.

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### Wards Affected: All

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

Transport accounts for the majority of emissions within the city and as a result if we are to meet the zero-carbon targets that have been set then there needs to be a transition to 'cleaner' vehicles. Expansion of the public electric vehicle charging network will assist in this transition.

**Equality, Diversity and Inclusion** - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments

Actions set out in the Manchester Electric Vehicle Charging Strategy relate to the need for providing easily accessible public charging infrastructure to allow all residents the ability to charge their electric vehicles. This is particularly the case for the high number of residents that do not have access to their own drive or parking space to be able to charge at home and will, as a result, be reliant on the public charging network.

<b>Manchester Strategy outcomes</b>	<b>Summary of how this report aligns to the OMS/Contribution to the Strategy</b>
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Sustainable transport choices will have a positive impact on the attractiveness of the city for investors and workers.
A highly skilled city: world class and home grown talent sustaining the city's economic success	Expanding the EV charging network will create job opportunities in a developing technology.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Providing a wide range of opportunities for the charging of EVs will make the transition to cleaner vehicles easier for more of the city's residents particularly those that do not have the ability to charge their vehicle at home.
A liveable and low carbon city: a destination of choice to live, visit, work	The expansion of the public EV charging network will assist the transition to cleaner vehicles thereby working towards the zero carbon targets set for 2038.
A connected city: world class infrastructure and connectivity to drive growth	Investing in the provision of more opportunities to charge EVs will contribute to creating a greener and more attractive city utilising modern technologies.

Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

#### **Financial Consequences – Revenue**

None

#### **Financial Consequences – Capital**

None

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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.

- Taking Charge: the electric vehicle infrastructure strategy (HM Government): March 2022
- Greater Manchester Transport Strategy 2040 (GMCA): February 2017
- Greater Manchester Electric Vehicle Charging Strategy Infrastructure Strategy (TfGM): September 2021
- Our Manchester Strategy - Forward to 2025 (MCC)

## **1.0 Introduction**

- 1.1 Greater Manchester has a target to be a zero carbon city region by 2038. Transport is now the largest contributor to UK domestic greenhouse gas (GHG) emissions, contributing 27% of UK domestic emissions in 2019 (of which 61% was contributed by cars and taxis). Although the main policy direction to help combat transport produced emissions lies in reducing the need to travel, modal shifts towards active travel and the increased use of public transport there is an acceptance that car ownership is still rising and cars will still be used for some journeys but in these cases the cars should be as least polluting as possible.
- 1.2 In the UK, an EV is estimated to have GHG emissions which are 66 per cent lower than a petrol car and 60 per cent lower than a diesel and these emissions will further reduce as the proportion of electricity produced from renewable and low carbon sources increases. In 2030 the UK government is due to bring in a ban on the sale of new petrol and diesel cars. As a result there is expected to be continued and significant growth in the sale of electric vehicles (EVs) along with requirements for additional infrastructure to be able to charge these vehicles. Although it is expected that those residents that have access to off-street parking provision are likely to install their own home chargers there will be a need for an accessible and efficient public charging infrastructure network to be available to those without off-street parking facilities.
- 1.3 The Government's Taking Charge Strategy published earlier this year seeks an obligation on local authorities to develop and implement local charging strategies to consider how to best assist in the delivery of an accessible public charging network. The Manchester Electric Vehicle Charging Strategy (MEVCS) has been developed to meet this requirement and to set out the council's main focus for the provision of EV charging infrastructure within the city.
- 1.4 The draft MEVCS sets out the potential role of Manchester City Council (MCC) in assisting in the expansion of EV charging infrastructure along with potential opportunities for delivery, possibly in partnership with commercial suppliers. The main focus of the strategy is in relation to public charging although it does note that the council also has a role to play in transitioning its own vehicle fleet, encouraging growth through planning requirements for new developments and in generally raising awareness as well.

## **2.0 Background**

- 2.1 Transport for Greater Manchester (TfGM) operate the publicly owned public EV charging infrastructure within the region under the Be.EV branding amounting to around 140 chargepoints, 30 of which are located in Manchester. The network was originally installed in 2012/13 and there has only been small scale ad hoc expansions since then as grant funding opportunities became available. This network was reviewed and upgraded during 2019/20 when it was rebranded from GMEV to Be.EV. The public

charging network is also supplemented by a growing number of EV chargepoints provided by commercial operators in a variety of locations resulting in there being 130 chargepoints in Manchester as of September 2022. Information relating to all public chargepoints can be found at <https://www.zap-map.com/live/> which shows the location, type of chargepoint, current status of each chargepoint (whether it's charging, available, out of service, etc) and also the cost of charging.

- 2.2 The number of plug-in cars licensed within Manchester saw a substantial increase in growth in the last decade and by the end of March 2022 this amounted to 1,774 vehicles. Fully electric and plug-in hybrid vehicles are expected to grow to over 150,000 cars in Manchester by 2038 to make up approximately 75% of the total fleet. This will have an impact on charging demands and the need for expanding public accessibility to charging infrastructure, either publicly or privately provided. Transport for the North have estimated that by 2030 when the ban comes into effect between 1,500 and 3,000 chargepoints will be required in Manchester.
- 2.3 The vast majority of current EV owners are residents that have access to off-street parking and as stated above, it is expected that they are likely to continue to charge at home using their own home chargers which is considered to be the cheapest and most convenient method of charging private vehicles for most drivers. However, within Manchester approximately 60% of homes do not have access to off-street parking provision and these drivers will be reliant on the public charging network to enable them to transition to cleaner vehicles.

### **3.0 Main issues**

- 3.1 Although there is no statutory requirement for MCC to provide EV chargepoints the council sees its role as that of assisting the expansion of public charging network in the relatively short term, to help fill the initial gaps in the infrastructure network until such time that it becomes viable for commercial operators to take over and become the primary suppliers.
- 3.2 It is accepted, however, that in the long term there is likely to be a mix of publicly and privately managed/owned charging infrastructure to provide facilities for different customers with different charging needs. MCCs role in supporting the provision of charging infrastructure is through three main channels:
- Direct – supporting the expansion of the Be.EV and other public networks (particularly on MCC land assets), assisting in making provision for charging infrastructure for car club and taxis and private hire vehicles (PHVs) and through planning conditions as part of new development
  - Leading by example through electrifying the MCC fleet
  - Indirect – by approaching and encouraging private enterprise and organisations to expand both the public network in accessible locations or through electrifying their own work based fleets.

- 3.3 There are currently 4 main types of chargepoints (ultra-rapid, rapid, fast and slow) which allow the charging of vehicle batteries over varying different time periods with ultra-rapids being the quickest and slow being, as the name suggests, the slowest. These different types of chargepoints also have different electricity supply requirements ranging from as low as 3kW on a slow charger to over 150kW on an ultra-rapid charger.
- 3.4 It is proposed that the council assists in facilitating the installation of supplier owned, funded (possibly utilising existing grant funding opportunities), maintained and operated EV charging infrastructure within its own car parks and at facilities with parking such as leisure centres, parks, libraries, etc. These are proposed to be predominantly 'fast' chargers which will allow users of the car parks to top up their batteries and, where the car parks are operational 24h hours a day, may also allow for overnight charging by residents. It is also proposed that the council could consider leasing small parcels of land for the development of charging hubs made up predominantly of ultra-rapid and rapid chargepoints which may be more suitable for those drivers with higher mileage requirements and for those who are more likely to charge when the battery levels are very low. Charging hubs are similar to a petrol filling station type of environment but with charging points rather than pumps and these will often be accompanied by small shops/cafes etc on site.
- 3.5 The draft strategy is not proposing the introduction of on-street public chargepoints at this time although it is considered that such locations may be suitable for particular groups such as taxis/PHVs as well as car club vehicles. There are a number of reasons for this including potential damage, pavement obstructions, visual street clutter, etc. Technology does exist to connect EV chargepoints to lamp posts, and these have been considered, but as the majority of lamp posts in the district are located at the back of the pavement it was not considered appropriate to trail cables across the footway. Connecting the lamp post to a charging bollard at the kerbside could again cause issues of street clutter and pavement obstructions and would be a more costly solution. Lamp post chargepoints are slow chargers generally operating at around the 3kW range which is now slower than many home chargers that can be purchased. Neither the trailing of cables nor the provision of cable gullies across pavements is supported by the council.
- 3.6 As part of the planning process and under amendments to the building regulations brought in this year new developments are subject to conditions relating to the installation of EV chargepoints to both residential and commercial proposals. This includes the council's own developments including proposals at Abraham Moss, the Gorton Hub, the Ancoats Mobility Hub and Hough End Leisure Centre and will also apply to new proposals coming forward.3.6 In the past the main issues in expanding the public EV charging network has been due to financial resources, site identification and internal process along with grid capacity.
- Funding – in expanding the Be.EV network and installing chargepoints for the sole use of taxis/PHVs TfGM has been reliant on suitable grant funding coming forward which has resulted in small scale, ad hoc

developments across the Greater Manchester districts. Recently there has been a growth in the number of EV charging suppliers entering the market and many of these suppliers are able to offer fully funded, maintained and operated schemes may provide potential opportunities going forward along with the ongoing grant schemes provided by the UK government. It should be noted however that any such partnership approach between MCC and commercial suppliers is likely to be subject to open procurement procedures, will need to be carefully considered for their appropriateness and it is likely to result in relatively long contract commitments which may not be suitable for all locations.

- Site identification – in the past it has taken some time to identify possible suitable locations for each grant application and the current internal council processes involving numerous departments have been cumbersome. It is suggested that a more efficient way going forward is to have a cross-departmental steering group to assist in identifying suitable land assets and also to provide a more streamlined approach going forward to delivery.
- Grid capacity – the electricity capacity within the existing national grid has been an issue in the past and has resulted in some sites being discounted as the grid upgrades required would be too costly making any proposal financially unviable. ENWL are aware of these issues and the council will need to take this into consideration as potential sites are assessed in discussion with ENWL.

3.7 The draft strategy sets out the following recommendations to assist in the delivery of a more accessible EV charging network:

- the council will form a cross departmental steering group to oversee the delivery of the recommendations in this report
- the council will support the expansion of the Be.EV public network in partnership with TfGM as grant funding opportunities arise
- the council will consider the suitability of locations within its own car parks and parking areas for the installation and operation of chargepoints by private suppliers
- the council will consider leasing parcels of its own land for the development of charging hubs in suitable locations
- the council will seek to make the best utilisation of funding opportunities as they become available to expand the charging network and consider the installation of supplier provided equipment on MCC owned land
- the council will support locations which could serve taxis and PHVs to increase the take up of EVs within this group, either on-street or off-street
- the council will support locations that encourage the electrification of the car club fleet, either on-street or off-street
- the council will continue to seek ways to de-carbonise the councils own fleet of vehicles to reduce emissions and will provide the necessary charging infrastructure for this

- the council will support the provision of EV chargepoints for staff use in appropriate circumstances

#### **4.0 Recommendations**

- 4.1 The Environment and Climate Change Scrutiny Committee is recommended to note the report and endorse its progress to Executive.
- 4.2 The Executive is recommended to approve and endorse the Manchester Electric Vehicle Charging Strategy.



# Manchester Electric Vehicle Charging Strategy

(December 2022)







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## Appendices



## 1.0 Introduction

1.1 There is a nationally led de-carbonising agenda with the UK being the first country to introduce legally binding long-term emissions reduction targets, known as carbon budgets. The UK has legislated to end our contribution to climate change by 2050. Greater Manchester also has a target to be a zero carbon city region by 2038. Transport is now the largest contributor to UK domestic greenhouse gas (GHG) emissions, contributing 24% of UK domestic emissions in 2020 although this is a reduction of 23% since 1990. Cars and taxis make up 52% of domestic transport emissions<sup>1</sup>. To help combat transport produced emissions and to meet the 2038 zero carbon commitment the main priorities of recent transport policies is to both reduce the need to travel and where possible to use more sustainable means such as public transport or active travel modes. However, this may not always be feasible and there is an acceptance that cars will still be used for some journeys but in these cases the cars should be as least polluting as possible.

1.2 The switch to Ultra Low Emission Vehicles (ULEV), and particularly to electric vehicles (EVs), will be a key component in the drive to meet these targets. In the UK, an EV is estimated to have GHG emissions which are 66 per cent lower than a petrol car and 60 per cent lower than a diesel and these emissions will further reduce as the proportion of electricity produced from renewable and low carbon sources increases<sup>2</sup>. There are government plans to ban the sale of new petrol and diesel cars by 2030 which will result in increasing numbers of EVs on our roads, both privately owned by residents and commercial vehicles, which will require regular battery charging. Most of the charging of private cars currently takes place overnight at residential properties but this is not possible where there are no off-street parking facilities. Within Manchester approximately 60% of homes do not have access to off-street parking, therefore Manchester City Council (MCC) needs to develop a policy about how it can assist these residents in where and how EV charging will be provided. MCC particularly needs to look at using its own assets to be able to help respond to future demand as EV numbers grow from the current low base of 1,005 cars and light goods vehicles across Manchester (end of March 2022<sup>2</sup>). Lack of access to charging infrastructure is seen as one of the biggest barriers to adopting EVs at the current time, both by residents and businesses. It should be noted that there is no statutory requirement for local councils to provide EV chargepoints, however, MCC does have some role to play in helping to achieve the zero-carbon targets set for 2038.

1.3 There is a significant amount of work to be undertaken in the coming years to meet both the overarching ambition for a zero-carbon environment and to make the city fit-for-purpose as the sale of new petrol and diesel vehicles are phased out. The Council recognises that there is a need for an overarching strategy, supporting objectives and a delivery mechanism, certainly for the short to medium term, in order to ensure that development doesn't occur in an ad hoc manner and that assets don't become stranded.

<sup>1</sup> [https://www.gov.uk/government/statistics/transport-and-environment-statistics-2022/transport-and-environment-statistics-2022#:~:text=domestic%20transport%20was%20responsible%20for,emissions%20in%202020%20\(406%20MtCO2e%20\)](https://www.gov.uk/government/statistics/transport-and-environment-statistics-2022/transport-and-environment-statistics-2022#:~:text=domestic%20transport%20was%20responsible%20for,emissions%20in%202020%20(406%20MtCO2e%20))

<sup>2</sup> [The case for electric vehicles | Local Government Association](#)

1.4 The GMEV publicly owned network of EV chargepoints, installed by Transport for Greater Manchester (TfGM) in 2013, includes around 140 chargepoints throughout the region (as of January 2022). Since 2019 these chargepoints have been renewed, upgraded and rebranded under the Be.EV branding. The Be.EV network has predominantly focused on public car parks and destination locations although it does include a small number of on-street locations as well. Manchester in total has 130 devices including both publicly and privately provided infrastructure (as of September 2022) amounting to 24 per 100k population compared to 42 in the UK and 102 in London. It is expected that by 2030 at least an additional 1,500-3,000 public chargepoints will be required within Manchester (data from TfN).

1.5 This strategy will look at the role of MCC in providing public EV infrastructure and set out principles of how the council will engage with this infrastructure. This will include how the council can assist in supporting the commercial rollout of EV infrastructure. The electrification of public transport, including buses, and other forms of electric vehicles is beyond the remit of this strategy.



Image Source: TfGM

## 2.0 Policy Context

2.1 Overall the main aim of national, regional and local transport policy is to reduce both car use and their overall numbers through greater patronage of public transport and active travel modes and also growth in other shared transit. This is expressed in the GM2040 Transport Strategy (2021) as the 'Right Mix', which aims to increase the percentage of journeys in Greater Manchester made by non-car modes from 39% (2017) to 50%, with no net increase in private motor vehicle trips, by 2040. Under this scenario, 50% of all trips will still be made by car, and therefore we should assist the transition to net zero emission vehicles where we are able to and have a role to play.

### 2.2 National

- [Decarbonising Transport: Setting the Challenge \(DfT 2020\)](#) - This document sets out what needs to be done in order to deliver the significant emissions reduction required across all modes of transport, to enable us to achieve ambitious carbon budgets and net zero emissions across all modes of transport by 2050. One of the six priorities of the report is the decarbonisation of road vehicles through supporting the transition to zero emission vehicles partly through the provision of refuelling and recharging infrastructure. It is acknowledged that as the move towards the mass adoption of EVs gathers pace then a fit for purpose charging infrastructure network will be required. The document also notes that new and higher powered chargepoints should provide debit or credit card payment and also that solutions should be developed to allow any EV driver to use any public chargepoint through a single payment system to allow for clarity and integration.

- [Taking Charge: the electric vehicle infrastructure strategy](#) was published in March 2022 which sees the government's aim to lay the foundations for the installation of 300,000 public chargepoints by 2030 in an equitable way although acknowledging that the actual number of chargepoints needed is uncertain. The Strategy identifies that the roll-out of public chargepoints is too slow, particularly for on-street charging which tends to be commercially challenging. It states that public chargepoints are needed for those without parking (on-street overnight charging) and to enable long distance journeys (strategic road network). It stresses the need for balancing fast and rapid chargers and states that there is a requirement for slower overnight charging for many users, partly down to the cheaper energy cost that this would provide. It notes that by 2050 there will be a clear need to shift as much charging activity as possible into the off-peak period to minimise the burden on the electricity system. This suggests that low cost, overnight on-street charging should be part of the solution but it is not yet clear if there is a sustainable commercial model to deliver this.

The strategy seeks an obligation on local authorities to develop and implement local charging strategies. These strategies should identify how to provide affordable, convenient charging and they will also need to consider charging opportunities for other vehicles, including e-bikes and motorbikes. It includes metrics to be able to monitor growth of the public network in local areas and they will take action where the delivery fails.

The Strategy also includes discussions on ensuring that chargepoints are more reliable and easier to use (smart payments, etc) and considers connection issues (integration into the grid, smart charging, vehicle to everything technology, etc). The strategy sets out what the Government sees as the role for local authorities

- **National Planning Policy Framework (NPPF) (2021)** - The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. This emphasises the need to identify, assess and take into account the environmental impacts of traffic and transport infrastructure which includes the consideration of appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains. It states the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

### 2.3 Regional

- **Greater Manchester Transport Strategy 2040 (GM2040) (2017)**, supported by a 5 year delivery plan (2021) - GM2040 sets out long term needs and aspirations for transport in the region and includes four key elements:

- to support sustainable economic growth
- improve quality of life for all
- protect the environment
- develop an innovative city-region

The document notes that the primary aim is to encourage a modal shift towards more sustainable travel options such as active travel and public transport but it also recognises that some journeys will need to be undertaken by road and that in these instances there is a priority to reduce the population's exposure to harmful emissions. As a result there is an ambition for smaller vehicles to shift to being fully electric and therefore TfGM will look to expand the public Be.EV network of chargepoints as further funding becomes available. However, there is also recognition that electrifying the road fleet whilst bringing environmental benefits may also place additional burdens on electricity supplies and grid capacity in some areas and that therefore we will need to work in partnership with the electricity suppliers to ensure sufficient capacity.

- **Clean Air Plan (2022)** - Local Authorities within Greater Manchester have been directed by the government to introduce a Clean Air Plan (CAP) to tackle illegal levels of NO<sub>2</sub> emissions at the roadside, in the shortest time possible and by 2026 at the latest. The GMCA, on behalf of GM local authorities submitted a revised CAP to government in July 2022 based on an investment-led approach to enabling the necessary upgrade of vehicles to achieve compliance with legal emission levels. As with the original CAP, only commercial, not privately owned vehicles are in scope. Government is expected to make a decision on whether the new GM CAP will comply with the legal direction in early 2023. Government funding of over £120m has been secured to assist with the move to cleaner, compliant vehicles and will work alongside the CAP which aims to reduce emissions from the most polluting vehicles and will initially focus on commercial traffic and taxis/PHVs

- **Greater Manchester EV Charging Infrastructure Strategy (EVCI) (2021)** - The Strategy is a sub strategy of GM2040. Access to EV charging infrastructure is a core enabler of GM's ambition to be a carbon-neutral city region by 2038 and as a result the Strategy aims to provide a clear vision, objectives and strategic principles to inform a delivery plan for the deployment of EV charging infrastructure. The availability of charging points has been cited as a key barrier for businesses and individuals in switching to EVs. The three main themes of the document are:



- a need to ensure that the lack of infrastructure is not inhibiting the transition to EVs
- the need for short term public sector intervention to encourage and accelerate the transition to EVs
- the need for flexibility to change investment priorities and to regularly review and monitor the developments in the market to ensure that the charging infrastructure network continues to meet with demand

## 2.4 Local

- **Our Manchester Strategy** - has been reviewed and the priorities were reset in 2020. The document has a vision for Manchester to be in the top-flight of world cities by 2025. It sets priorities to be a city that is thriving and sustainable, highly skilled, progressive and equitable, liveable and zero-carbon and to be connected both internationally and within the UK. There is an emphasis on the city playing its full part in limiting the impacts of climate change with renewed focus on creating active, integrated, affordable and green transport
- **City Centre Transport Strategy (CCTS) (2021)**- This strategy has been produced in collaboration with MCC, TfGM and Salford City Council. It identifies key transport policies and opportunities for future delivery within the regional centre and envisions a well connected, zero-carbon centre at the heart of the North. It also stresses the need to get the right balance between the different ways of travelling with an aim to be a zero-carbon city-region by 2038. This document has been produced following input from residents, commuters, businesses, visitors, transport operators and other stakeholders to understand the existing transport challenges and future aspirations for the city centre for those that use it each day.
- **Manchester Local Area Energy Plan 2021** – The Plan defines the extent of the transformation needed across Manchester to provide a robust evidence base and plan to help engage businesses and residents in accelerating towards the goal of being carbon neutral by 2038. The Plan considers a range of decarbonising options, including the growth in EVs and the necessary charging infrastructure this will require to enable the development of scenarios to compare resultant emissions.
- **Manchester Core Strategy 2012** – Manchester's Core Strategy was adopted in July 2012 and is the key Development Plan document covering the 15 year period to 2027. This is currently being reviewed and the new Local Plan is expected to be adopted in late 2024. The Strategy aims as part of its vision to meet the challenge of climate change and be at the forefront of environmental initiatives and improvements, continuing to deliver sustainable development and a more effective green infrastructure. The Strategy includes a number of policies in support of EVs including:
  - T1: Sustainable Transport – the council will support proposals that facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location. It notes that by encouraging modes of transport that are carbon free or that produce significantly lower carbon emissions this will help in halting climate change and improving air quality
  - EN16: Air Quality - the Council will seek to improve the air quality within Manchester. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development.

- PA1: Developer Contributions – states that the council may seek contributions, with priority assessed on a site by site basis, including for sustainable transport and climate change mitigation/ adaptation.

- **Air Quality and Planning Technical Guidance 2021** - The Council's Environmental Protection (EP) Team have produced a guidance note to advise applicants and planning officers in assessing new development. This technical guidance is focused on reducing air pollution from road transport as the major source of emissions in Manchester and seeks to support the planning system in lowering transport emissions and improving local air quality. Providing EV charging infrastructure is considered an effective measure to mitigate local air quality impacts from road vehicle journeys created by proposed development and as a result the guidance contains a summary of MCC's recommended best practice EVC measures (Appendix 1).



Source: MCC



### 3.0 EVs and Future Predictions

#### Types of charging

3.1 Chargepoints come in a variety of forms and can be located in both on-street and off-street locations. The most common form is a freestanding unit. There are four main types of chargepoints: ultra-rapid, rapid, fast and slow. A comparison of the various types is shown in Table 1 below. It should be noted that currently not all vehicle batteries are compatible with ultra-rapid chargepoints and may not be able to use them at all or not for frequent, regular charging without impacting on the battery capacity, however this situation will change as new technology in batteries is installed into newer models. It is expected that due to the increasing size of batteries and with evolving technology that slow chargers will be phased out over time as part of public networks. It is acknowledged that the economic case is challenging for the provision of fast chargers that could provide off-peak, overnight charging and solutions to this issue may need to be found. The type of chargepoint installed in a location should be matched to the type of user it is expected to serve.

Table 1. Types of chargepoint

	Ultra-rapid	Rapid	Fast	Slow
<b>Power current</b>	over 50kW (Many are 100-150kW)	43-50kW	7-22kW	3.5-7kW
<b>Charge time*</b>	20-40 mins	25 mins – 40 mins (80% charge)	2-4hrs	4-8 hrs
<b>Range added</b>	200 miles (30 mins)	100 miles (30 mins)	75 miles (1 hour)	10-25 miles (1 hour)
<b>Suitable uses</b>	When refuelling without a break  Uses: service stations, petrol filling stations, charging hubs	When parked for shorter periods and quick breaks  Uses: service stations, taxis/PHVs and commercial vehicles	When parked for a short while (1-2 hours) or for longer periods overnight  Uses: incidental, top up charging, destination such as shopping centres, leisure centres, parks, community uses	When parked for long periods such as overnight,  Uses: home

Source: [www.local.gov.uk](http://www.local.gov.uk) \*Charge times shown are approximate and will vary depending on the battery type

#### Types of users

3.2 For the purpose of this strategy a number of user profiles have been identified to assist in providing a focus for the provision of charging infrastructure. These profiles include the following:

- Private cars – these include residents, both with and without off street parking, and visitors
- Taxis and Private Hire Vehicles (PHVs)
- Light goods vehicles – either privately owned or as part of company fleets
- Local authority and other public sector fleets

- Car clubs

HGVs, buses and coaches are not included within this strategy as these require a different level of infrastructure which will be co-ordinated at a regional level by TfGM. Different types of users such as at the micro-mobility level including e-scooters and e-bikes are also emerging and some consideration may need to be given to infrastructure requirements for these types of options going forward but they are not specifically included within this strategy.

3.3 As well as types of users there are different charging typologies which are set out below:

- Home charging – refers to off-street charging at home either at a private home or apartment and is often overnight which takes advantage of longer dwell times and is best suited to slow or fast chargers generally up to 7kW
  - On-street charging - charging in on-street bays accommodates a range of dwell times and often provides for fast and rapid chargers
    - Business charging - car parks in commercial areas are often able to take advantage of long dwell times either while staff are at work or to charge fleet vehicles overnight and are best suited to fast chargers although this will depend on the business needs
      - Residential community charging – community charging hubs located in residential areas with high levels of on-street parking and are again suited to fast chargers
        - Destination charging – this refers to charging in locations where the user doesn't reside and while carrying out other activities at your destination such as at the work-place, town/district centres, Park and Ride sites, retail parks, leisure centres and visitor attractions. This includes a broad range of dwell times and can accommodate fast, rapid and ultra-rapid chargers
          - On route - Motorway Service stations and petrol filling stations as well as lay-bys close to business activity. This would also include the emerging development of charging hubs. These will normally require rapid and ultra-rapid chargers as they tend to rely on a shorter dwell time.

### Growth in vehicles

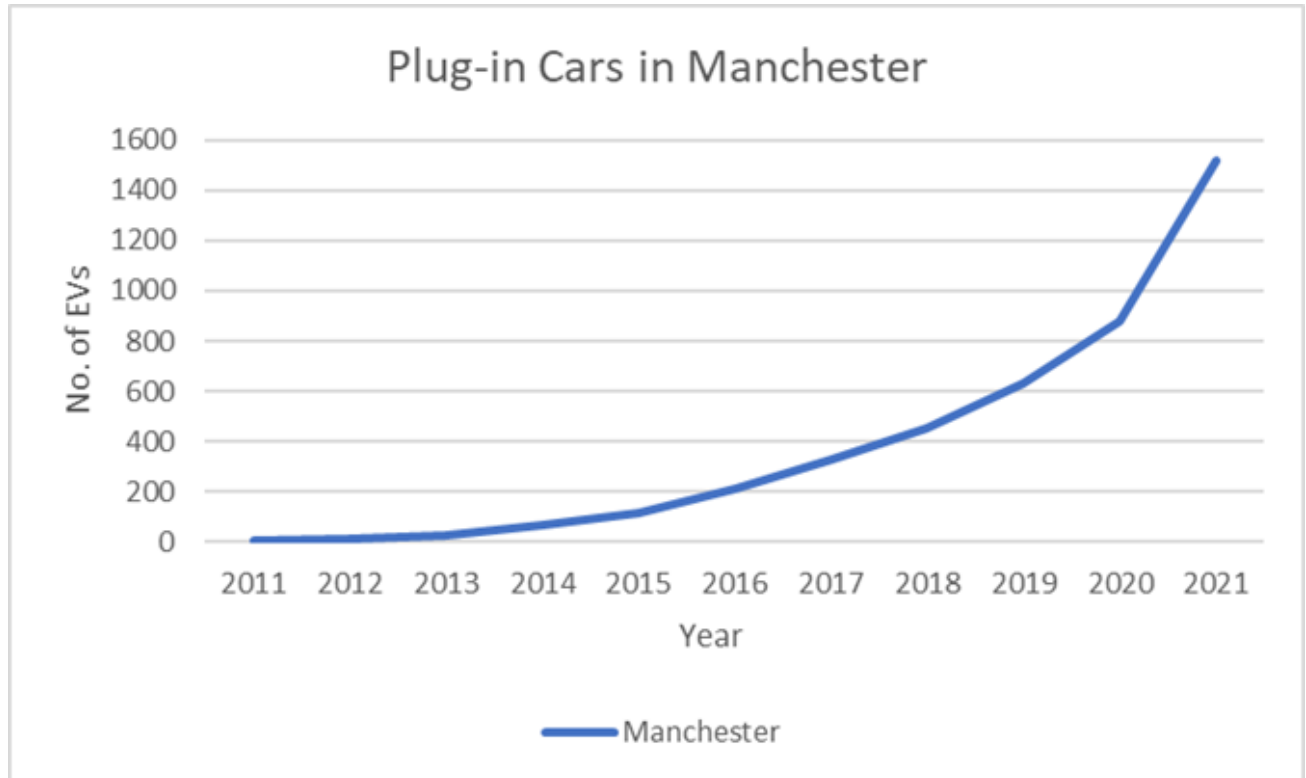
3.4 There were 621,564 plug in cars and light goods vehicles (LGVs) registered in the UK (as of September 2021), up from just over 6,000 ultra low emission vehicles at the end of 2011. Battery prices, a large part of the current total cost of EVs, have fallen almost 80% since 2013 and it is suggested that by 2026 there will be price parity between the cost of new EVs and new petrol/diesel cars which will help to increase the take-up of EVs. However, falling battery costs have largely been offset by an increase in the battery size used in vehicles, increasing the vehicle range but which take longer to charge.

3.5 The number of plug-in cars licensed within Manchester saw a substantial increase in growth between 2015 and 2021, increasing from 115 to 1,522 at the end of 2021, as shown in Fig 1 below. By the end of March 2022 this had increased further to 1,774 plug-in cars registered in Manchester. This still remains at a very low level, making up only 1% of the total number of cars within Manchester, below the UK average of 2.4%.

3.6 Despite the slow rate of growth fully electric and plug-in hybrid vehicles are expected to grow to over 150,000 cars in Manchester by 2038 to make up approximately

75% of the total fleet. This will have an impact on charging demands and the need for expanding public accessibility to charging infrastructure, either publicly or privately provided

Figure 1. Number of Plug-in Cars in Manchester



### Future charging needs

3.7 In Taking Charge the Government sets out a minimum expectation that by 2030 there will be 300,000 public chargepoints nationally, a significant increase from the approximate 29,600 existing today. Although the pace of the rollout of charging infrastructure is increasing, currently around 100 chargepoints a month are installed nationally, deployment rates will need to be significantly higher to meet the 300,000 target by 2030. Although there is an expectation that those EV owners with off-street parking will charge at home there is likely to be a need for all EV drivers to use the public network from time to time. For those without off-street parking facilities the public charging network and ease of access to it will be critical. There is, however, a level of uncertainty in forecasting these figures, including around driver behaviours. It is unknown as to how those who do not have off street parking facilities will ultimately choose to charge their cars. Will drivers allow their batteries to run down and therefore charge from nearly empty using rapid and ultra rapid chargepoints provided in charging hubs or will they keep the battery topped up thereby charging while they are about their normal routines such as at the supermarket, leisure and shopping centres or while they visit the park, etc. The end result is likely to be a mixture of both.

3.8 In order to monitor the deployment of charging infrastructure the Government will use metrics to compare disparities between local areas in terms of type and number of chargepoints including:

- chargepoints per capita and regionally
- % of cars parked on-street and number of chargepoints in an area
- average time to walk to a public chargepoint in areas with less off-street parking
- utilisation of public chargepoints

3.9 Within Greater Manchester there are currently around 500 publicly available EV chargepoints with approximately 1000 connectors (as of summer 2022). Figures provided by Transport for the North suggest that between 2,000 and 3,000 chargepoints will be required in Manchester by 2030. Although approximately 60% of Manchester residents do not have access to off-street parking it should also be noted that at the 2011 census 44.5% of households did not own a car thereby making it more complicated to predict the actual number of public chargepoints required and where they should be located.

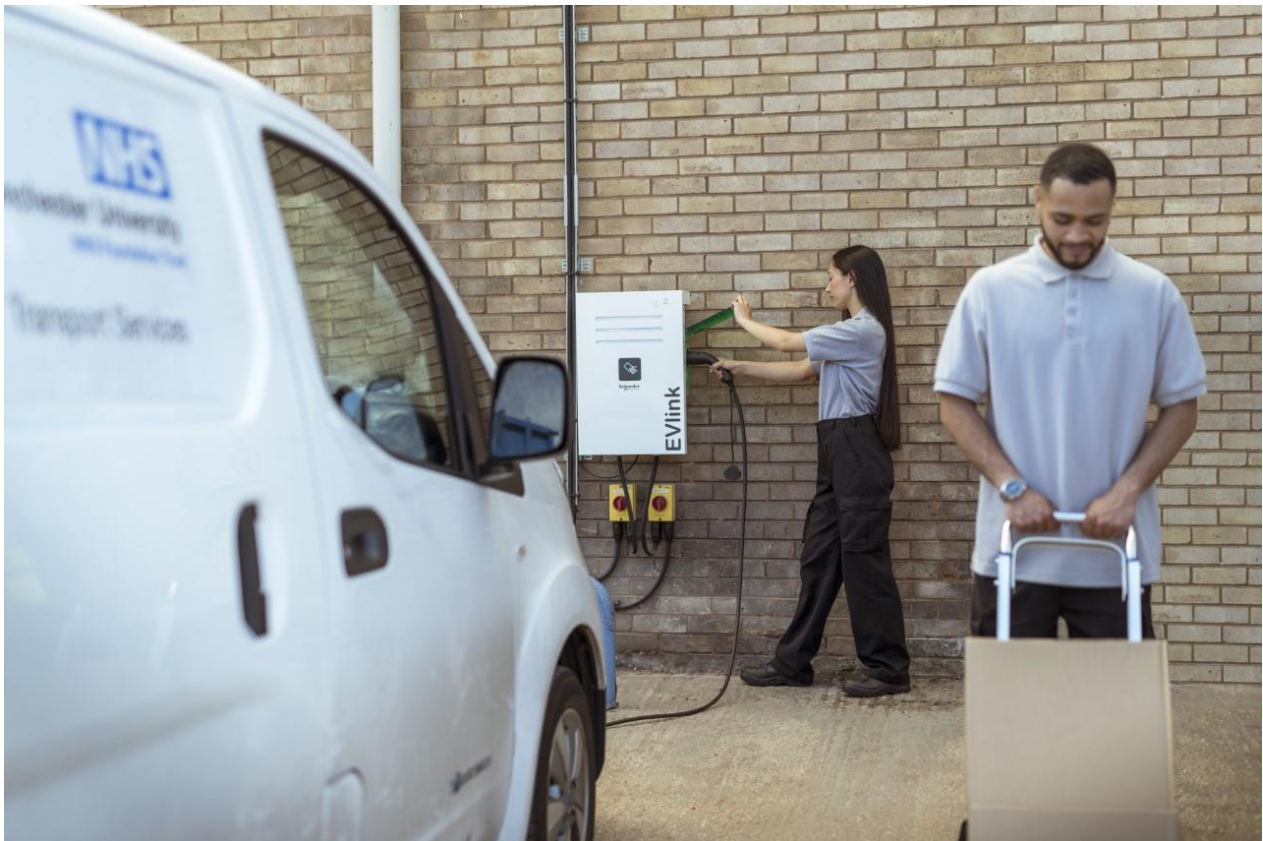


Image Source: TfGM

## 4.0 EV Principles

4.1 Below is a set of principles for how we will approach the expansion of EV infrastructure going forward:

- **Integrated** – all infrastructure installed should allow anyone to plug into any chargepoint with transparent price charging and, where possible, use contactless payment systems.
- **Inclusive** – the location of charging infrastructure should ensure that residents in those areas where there is limited ability to charge off-street are not disadvantaged. This might be through local points and hubs in residential areas, for those travelling perhaps points at transport hubs, destination locations, etc.

Consideration will also need to be given to disabled drivers and the ease of accessing charge points. Minimum standards and best practice guidance is provided in *PAS 1899: 2022, EV – Accessible Charging – Specification* in relation to the installation of chargepoints specifically adjacent to designated accessible parking bays.

- **Resilient** - consideration will need to be given to the resilience of the electricity grid and its capacity for meeting future charging demands. Future proofing the network will also need to be taken into account as demand increases.
- **Safe and secure** – charging infrastructure should be located where they are visible, overlooked with natural surveillance, have good lighting (either natural or artificial) and are perceived as a secure location.
- **Reliable and well Maintained** – the network needs to be reliable and well maintained for residents to have confidence in the provision in order to promote take up of EVs. Users need to be able to check the real live status of chargepoints and their availability. Having groups of charge points may help to resolve this issue. There is also a need to consider how best to manage non-EVs parking at chargepoint locations.
- **Viable** – where possible the operation and maintenance of publicly owned charging infrastructure should be cost neutral where possible.
- **Environmentally responsible** – electricity used at charging points should, where possible be from renewable resources and also utilise local generation and storage. Installation, operation and maintenance of public charging points should use sustainable materials and construction methods where feasible.
- **Healthier** - the transition to EVs will lead to clean air benefits and can be encouraged through the provision of a well-planned and delivered EV infrastructure network. Such infrastructure will also provide health benefits when integrated with other active travel modes such as cycle hire and are provided as part of wider placemaking initiatives. All chargepoints should be located in a manner that doesn't create obstructions, particularly when located on the highway so as not to impede pedestrians and those with particular mobility needs. As a result a footway width of 1.8 metres will be considered the minimum width to be maintained.



## 5.0 MCC Role

5.1 This strategy sits behind, and builds on, the GM wide Electric Vehicle Charging Infrastructure Strategy (2021) and provides a way forward for MCC. Although there is no statutory requirement for MCC to provide EV chargepoints the council sees its role as that of assisting the expansion of the public charging network in the relatively short term, to help fill the initial gaps in the infrastructure network until such time that it becomes viable for commercial operators to take over and become the primary suppliers. This is particularly so in those locations where fast chargers would be more appropriate but the provision of such chargepoints is known to be commercially challenging. This is needed to assist those residents without off street parking and also for other groups such as taxis/PHVs and car clubs.

5.2 It is accepted, however, that in the long term there is likely to be a mix of publicly and privately managed/owned charging infrastructure to provide facilities for different customers with different charging needs. MCCs role in supporting the provision of charging infrastructure is through three main channels:

- Direct – supporting the expansion of the Be.EV and other public networks (particularly on MCC land assets), assisting in making provision for charging infrastructure for car club and taxis/PHV and through planning conditions as part of new development
- Leading by example through electrifying the MCC fleet
- Indirect – by approaching and encouraging private enterprise and organisations to expand both the public network in accessible locations or through electrifying their own work based fleets.

### Public Charging Network

5.3 The Be.EV public network currently includes 30 double headed chargepoints (as of 1<sup>st</sup> November 2022). 18,132 charging sessions took place in 2021 by 2,352 unique drivers which is the equivalent of just over 821,500 EV miles. This network has recently been expanded through different funding streams.

5.4 The council supports the expansion of the Be.EV network as funding streams become available however there has been challenges to this growth mainly through issues over site selection/availability, costs and grid capacity. Solutions will need to be found to overcome these problems going forward if we are to develop a network of chargers in the right locations at the right time.

5.5 MCC also has opportunities to take a more direct approach by leasing some of its own parcels of land for the development of charging hubs along with looking into ways of allowing private operators to install and manage chargepoints within council owned car parks and facilities such as leisure centres, community centres, libraries, parks etc.

5.6 The council has taken the view that except for their use by car clubs and taxis/PHVs chargepoints should not be sited in on-street locations for a number of reasons including potential damage, pavement obstructions, visual street clutter, etc. Technology does exist to connect EV chargepoints to lamp posts, and these have been considered, but as the majority of lamp posts in the district are located at the back of the pavement and it was not considered appropriate to trail cables across the footway. Connecting the lamp post

to a charging bollard at the kerbside could again cause issues of street clutter and pavement obstructions and would be a more costly solution. Lamp post chargepoints are slow chargers generally operating at around the 3kW range which is now slower than many home chargers that can be purchased. Neither the trailing of cables nor the provision of cable gullies across pavements is supported by the council.

5.7 A more proactive approach is likely to be required to provide EV chargepoints specifically for taxis and PHVs to help achieve the objectives of the proposed Clean Air Plan. Suitable sites for such installations will be predominantly sought in and around the city centre and also within easy reach of the Airport to meet likely demand.

5.8 It should be noted that there are also a number of other chargepoint providers that are also supplementing the public network by installing chargepoints in accessible locations for all to use such as PodPoint, InstaVolt, Hubsta, and Charge Your Car to name a few. These are a few of a growing number of commercial operators which are locating chargepoints in a variety of locations such as supermarkets, retail parks, car parks, etc. with many of the major petrol filling station providers also beginning to provide chargepoints.

### Planning Guidance

5.9 During 2021, as part of the Air Quality Technical Guidance note, the recommendations for the provision of EV charging points as part of new developments has been amended and strengthened (Appendix 1). This advisory guidance provides recommendations for both residential and commercial development proposals for installing chargepoints and also for providing the necessary cable routing for further chargepoints in the future as demand requires. Requirements for the installation of EV chargepoints as part of the Building Control Regulations (Part S) came into force in June 2022.

5.10 It should be noted that under such guidance the council will also be required to provide chargepoints as part of the planning conditions on their own developments. These could be provided either through the existing TfGM contract as part of the Be.EV network or through procuring other providers in an open tendering process (either to procure for all council development contracts or on a development by development basis).

### MCC Fleet

5.11 The council is taking the lead in promoting EVs through transitions in our own vehicle fleet. As of May 2022, EVs made up 15.8% of the council owned vehicle fleet. 27 electric refuse vehicles (owned by Biffa) operate on Manchester roads, approximately half the fleet and it is hoped to transition the remainder of the refuse fleet in time. The council has also been successful in applying for grant funding for 12 e-cargo bikes that will support such services and Parks and Cemeteries which are awaiting delivery.

5.12 There is an opportunity to use the fleet transitions as a catalyst for change in other organisations through increased public awareness and further public promotion. The Energy Savings Trust has recently produced a Transport Decarbonisation Report in relation to the council's fleet vehicles which is in the process of being finalised and will provide recommendations going forward.

## Indirect Approaches

5.13 The council can also work in indirect ways with TfGM to help in raising awareness among commercial operators both in their role as employers to assist in electrifying their own fleet or providing chargepoints for their staff or as private landowners who may provide opportunities for the expansion of the public network.

5.14 The Workplace Charging grant scheme is currently available for organisations as a voucher-based scheme that provides support towards the up-front costs of the purchase and installation of EV chargepoints for businesses, charities, public sector organisations and also EV chargepoint installers. The council could promote this scheme through its connections with various bodies, organisations and businesses as well as considering staff chargepoints for its own sites where appropriate although staff should not be encouraged to drive to sites unless there is a requirement to do so.

5.15 The Council can approach landowners directly where they have public car parks to try to engage them in EV discussions. This would particularly be the case for locations such as supermarkets and retail parks. A number of supermarket chains are already beginning to install chargepoints in their car parks and if this could be continued through the remaining chains this could provide a range of easily accessible points with a wide geographic spread.



Image source: TfGM



## 6.0 Delivery and Funding Opportunities for the Public Network

6.1 There are a number of challenges to expanding the public EV infrastructure environment through public means and these are outlined below:

Type of Challenge	Issues
Funding	<p>Funding has been a major challenge to providing EV infrastructure as there are considerable upfront costs and ongoing maintenance costs involved and the payback time will often be around the same length of time as the expected life expectancy of the infrastructure at 7-8 years (possibly longer) after which further upgrades or replacements will be required. The council doesn't currently have a dedicated budget for developing or maintaining a public charging network and to date has relied on submissions for grant funding through TfGM who have been providing the necessary match funding to expand the Be.EV network.</p> <p>Grant schemes currently available include:</p> <ul style="list-style-type: none"> <li>• OZEV Residential On-Street scheme – this provides part funding for local authorities to install chargepoints both in on-street locations and within council owned car parks.</li> <li>• Workplace Charging Scheme – this is a voucher-based scheme that provides support towards the up-front costs of the purchase and installation of EV charge-points, for eligible businesses, charities and public sector organisations mainly for staff and fleet use</li> <li>• Local EV Infrastructure Grant (LEVI) - the details for this scheme have yet to be finalised and is not likely to be open for applications until later in 2023</li> </ul> <p>Commercial operators are growing in number and many now provide fully funded programmes of installation, maintenance and operation at zero cost to the council. Such schemes will need to be explored further along with potential procurement routes but could provide a solution to this issue</p>
Site Identification	<p>There have been issues in the search for suitable locations in the past which has resulted in a very ad hoc approach as funding submissions have arisen. This is partly due to council land assets being owned and managed between different Directorates. Going forward internal processes should be improved to be better defined and streamlined to assist with this process to ensure cross departmental support.</p>

	<p>The first iteration of the Be.EV network (GMEV) was installed in 2013 and relies heavily on on-street locations and city centre car parks. Since 2013 MCC thinking has moved away from on-street provision (unless it is for the sole use of taxis/PHV or car club vehicles) and towards off-street locations. This would favour car parks however, particularly in the city centre, there are a number of development proposals which will impact on many containing current points and limiting the provision of new points in the future. Current transport strategies would also want to move away from encouraging drivers to drive into the city centre purely to charge their vehicles which will require a broader range of charging locations.</p> <p>There are limited council owned car parks outside of the city centre however many leisure and community buildings or parks also have parking provision which may be suitable for the installation of EV points although not all of them have 24hr access.</p> <p>The council does own a number of parcels of land which could be leased in order to develop new charging hubs.</p> <p>It is considered that there does need to be a focus and prioritisation on those areas where there is a lower proportion of off-street parking in the first instance.</p>
Grid Capacity	<p>Grid capacity and connection costs are an issue within the district and will continue to be an issue as electricity demand remains high. Further understanding will be required of this issue from discussions with TfGM and ENWL. These issues have prevented a number of sites going forward for the installation of EV chargepoints through the grant schemes listed above due to their financial viability and will be a constraint in a number of locations.</p>

## Opportunities

6.2 There are a number of opportunities and actions that the council can take to assist in accelerating the public network of EV charging infrastructure. In order to accelerate the roll-out of public EV charging infrastructure within Manchester a cross-departmental Steering Group should be formed to consider the most appropriate delivery tools for the council.

## Funding

6.3 Up until now the council has relied on funding secured by TfGM through various grant schemes and it is likely that certainly in the short term some form of grant funding may continue but the council may need to consider how best to access and utilise these

schemes. Some consideration will need to be given of the best routes going forward to supplement these grant schemes and there are other options.

6.5 Other funding opportunities are becoming available and the council will need to consider how these can be best utilised to meet the growing needs and requirements of EV charging. As noted in the table above there are a number of commercial EV chargepoint suppliers who are willing to consider the installation of public chargepoints in a way that could be cost neutral to the council (with or without including any grant funding). There may also be some limited options for revenue generation (fixed bay rentals) and profit sharing from these schemes although this should not be at a scale that would make any such scheme unviable to the supplier. However, it should be noted that such contracts are likely to be relatively long term due to the high installation, maintenance and operating costs incurred by the suppliers and as a result the procurement and legal processes involved will need to be carefully considered.

6.6 Separate considerations will need to be given to the provision of EV chargepoints for the use by both taxis/PHVs and car club neither of which is now currently eligible for grant funding. Chargepoints for taxis/PHVs will generally need to be rapid chargers which are more costly to install and will take much longer timescales to recoup their costs making them less attractive to the private market. There may be the possibility of funding these as part of the Clean Air Plan to assist in the transition of the most polluting vehicles within the city centre. This would include taxis/PHVs and light goods vehicles (LGVs) in particular but would also consider the needs of residents and businesses as well.

### Site Identification

6.7 A more coherent and joined up approach needs to be found to enable easier and quicker site identification and to ensure that we have a pipeline of suitable and viable sites as funds become available. Chargepoints should normally be located in off-street locations such as car parks or other sites which could be developed as charging hubs. It would normally be expected that chargepoints supported for public charging should have 24hr accessibility where possible although waiting times may be applied to allow access to as many residents as possible during the daytime. Where parking charges apply this will also relate to the EV charging bays. The type of chargepoints to be installed should be matched to the type of use they are expected to fulfil, e.g fast chargepoints for overnight and incidental top-up charging, rapid and ultra-rapid chargepoints for charging hubs, taxis/PHVs, etc. In this instance incidental charging refers to those charging as they visit facilities such as parks, leisure centres, libraries, etc rather than driving to a location specifically to charge their vehicle.

6.8 Each of the user profile groups set out in paragraph 3.2 have different charging requirements and therefore have different locational criteria:

- Private cars - close to residential properties but not directly outside residents' homes, in locations which are perceived to be safe and accessible.
- Taxis/PHVs - not directly outside residential properties, easily accessible and possibly close to main taxi routes. Need to be aware that taxi bays are often larger than standard parking bays and in existing car parks may result in the overall loss of bays.
- Light Goods Vehicles – may charge in workplace car parks overnight or sometimes at residential properties or public car parks
- Local authority and other public sector fleets – workplace charging

- Car clubs - there are a range of car club locations from on-street to car parks in both commercial and residential areas
- En route – those requiring a quicker charge as part of longer journeys Additional to these user groups for those wanting to charge vehicles quickly and perhaps from empty rather than just for a top charge charging hubs or similar sites such as filling stations will probably be used which are likely to be in easily accessible locations.

6.9 Sites can be identified through a number of means including through officer knowledge and local engagement along with the use of digital mapping software. Individual requests for chargepoints that have been received by the council can be used to help identify where there may be need arising for additional facilities however it is considered that locations should serve wider community needs and not just to serve individuals at their private homes. They should be located in accessible locations with natural surveillance for security purposes. Flexibility will need to be built into any approach to identifying locations as it is acknowledged that 'one size does not fit all'. Appropriate dwell times for the types of chargepoints being installed will have to be carefully considered and appropriate enforcement measures put in place.

6.10 As stated at the beginning of the strategy the proportion of homes in Manchester without access to off street parking facilities is approximately 60%. In terms of the public charging network priority should be given in the first instance to those areas which have the highest density of properties without off-street parking facilities, mainly those areas where terraced houses and flats are dominant. Map.1 below broadly indicates where the density of these types of property are highest. More detailed data tools will help to further refine this information to help inform where initially the installation of chargepoints should be focused.

6.11 Other priorities for public chargepoints could be at locations that serve destination locations and areas of larger workforce parking, e.g. science and industrial parks however these are more likely to be owned by commercial operators and private landowners and the council may only be able to raise awareness and encourage installation in these locations.

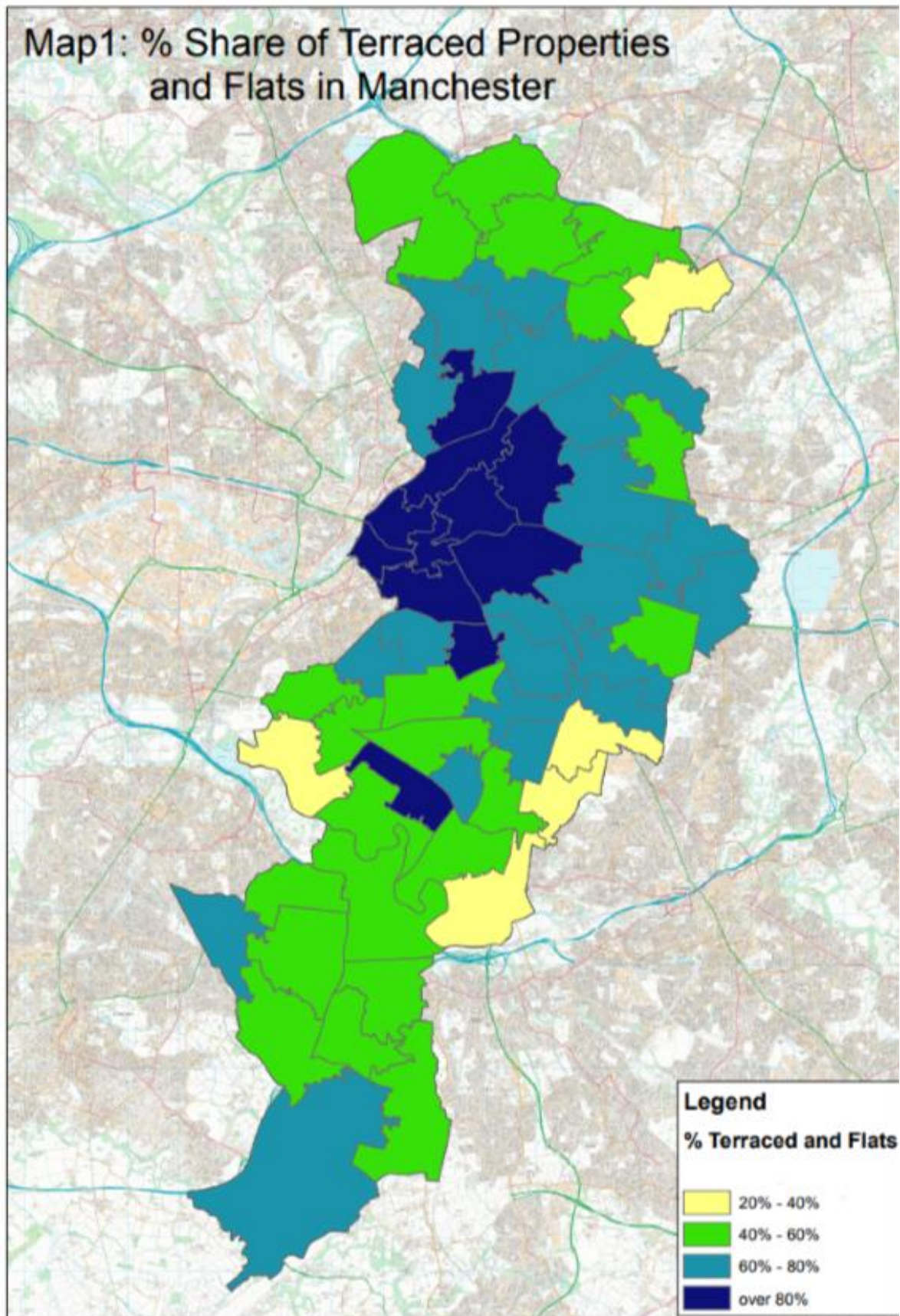
6.12 The council consults internally and where appropriate with elected members and the general public in relation to the location of charging points.

### Influencing EV Charging Infrastructure

6.13 The council, and TfGM, has contacts with a number of employers, landowners and organisations and can use these contacts to raise awareness and encourage the uptake of EVs as both part of their own fleet use or as a means of expanding the public network in accessible locations. This can help their own carbon and emission reduction. Some of the tools available are outlined below:

- Promoting the TfGM webpage which provides information and the ability to identify possible charging locations
- Press Releases
- Internal staff communications
- Disseminate through local group and business networks
- Applying the recommendations of the EV Charging Best Practice Note in relation to new development





Source: 2011 Census

## 7.0 Recommendations and Actions

7.1 In order to accelerate the installation of EV charging infrastructure it is proposed that:

- the council will form a cross departmental steering group to oversee the delivery of the recommendations in this report
- the council will support the expansion of the Be.EV public network in partnership with TfGM as grant funding opportunities arise
- the council will consider the suitability of locations within its own car parks and parking areas for the installation and operation of chargepoints by private suppliers
- the council will consider leasing parcels of its own land for the development of charging hubs in suitable locations
- the council will seek to make the best utilisation of funding opportunities as they become available to expand the charging network and consider the installation of supplier provided equipment on MCC owned land
- the council will support locations which could serve taxis and PHVs to increase the take up of EVs within this group, either on-street or off-street
- the council will support locations that encourage the electrification of the car club fleet, either on-street or off-street
- the council will continue to seek ways to de-carbonise the councils own fleet of vehicles to reduce emissions and will provide the necessary charging infrastructure for this
- the council will support the provision of EV chargepoints for staff use in appropriate circumstances

## 8.0 Monitoring

8.1 Monitoring data of the Be.EV network and the performance of individual points is already collected by Swarco on behalf of the operator which provides useful information on local demand for charging. Such data can help to identify future locational needs and assists with further planning the expansion of the network.

8.2 Further monitoring from successful suppliers will form part of the procurement process.



Image Source: Enterprise

## Appendix 1

### Electric Vehicle Charging - MCC Best Practice Recommendations

▪ Electric Vehicle (EV) chargepoints and infrastructure are recommended for the following applications:

- 1 or more residential units with any parking spaces.
- Non-residential development with any parking spaces.

EV charging recommendations:

- **Residential:**

- On-site/allocated parking: 1 EV chargepoint (minimum 7kW\*) for each dwelling.
- Unallocated parking: minimum 20% EV (minimum 7kW\*) chargepoints, and cable routes for all other spaces.

- **Non-residential:**

- 10 or less parking spaces: minimum 1 EV chargepoint, and cable routes for all staff spaces.
- 11 or more parking spaces: minimum 20% EV chargepoints, and cable routes for all staff spaces.
- Charging units dependent on end-use as follows:
  - Minimum 7kW\*: offices, hotels, nursing homes, sheltered accommodation, industrial units, retail units.
  - Minimum 22kW\*: supermarkets etc.
  - Minimum 50kW\*: service stations etc.

*\*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. See British Standard BS EN 61851-1:2019.*

Other considerations required by the Local Planning Authority may include:

- Chargepoint type and speed
- Electrical and safety standards
- Back office functionality
- Data security
- Interoperability/compatibility
- Smart charging (where appropriate)
- Load management
- Anti-collision barriers

<sup>[1]</sup> <https://www.gov.uk/government/publications/electric-vehicle-homecharge-scheme-minimum-technical-specification/electric-vehicle-homecharge-scheme-minimum-technical-specification>





**Manchester City Council  
Report for Resolution**

**Report to:** Children and Young People Scrutiny Committee - 7 December 2022  
Executive – 14 December 2022

**Subject:** Youth, Play & Participation Service (YPPS) Grants Framework  
1<sup>st</sup> July 2023 to 31<sup>st</sup> March 2025

**Report of:** Strategic Director of Neighbourhoods

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### Summary

This report follows on from the update on the Youth and Play Commissioning Arrangements which was presented to Executive on 20 October 2021. The report to Executive set out an alternative delivery model to be designed and developed following the decision to transfer responsibility for commissioning from Young Manchester. The purpose of this report is to provide the Committee with the outcome from the design and development work and to set out the proposed Youth, Play and Participation Service's commissioning process and framework including timescales for the implementation of the proposed new arrangements.

### Recommendations

The Children and Young People Scrutiny Committee is asked to note and endorse the recommendation to The Executive.

The Executive recommended to

- 1) Consider and agree the report and the proposed new commissioning framework.
- 

### Wards Affected: All

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

Funded providers are expected to directly deliver activities to help achieve the Council's zero carbon agenda and to make Manchester 'a healthy, green, socially just city where everyone can thrive'.

The recommendations set out will enable the Council to directly influence grants decisions to ensure that they make the strongest possible contribution to achieving the zero-carbon target for the city.

**Equality, Diversity and Inclusion** - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments

Equality impact assessments will be carried out in relation to the revised Grants Programme arrangements and any associated staffing and structural changes.

<b>Manchester Strategy outcomes</b>	<b>Summary of how this report aligns to the OMS/Contribution to the Strategy</b>
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Through the city's varied youth & play offer, young people have opportunities and access to activities which contribute towards their personal, social and economic wellbeing. The new grants arrangements will enable the Council to develop and strengthen local partnerships to create opportunities for our children and young people to learn, be active and have fun in their free time.
A highly skilled city: world class and home grown talent sustaining the city's economic success	Through the city's varied youth & play offer young people have opportunities to develop their life skills to succeed in education and employment, and have opportunities to increase aspirations, achieve and gain economic independence. The new grants arrangements will continue to support children and young people have opportunities to develop key skills for life which include communication, problem solving, teamwork, self-belief, and self-management. A key focus of the grants programme will be enabling children and young people to strengthen their skills for life.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Children and young people have opportunities which enable them to think progressively and build resilience underpinned by the principles of equality and acceptance, the curriculum for youth work and the play principles. The new grants arrangements will ensure that children and young people have access to good quality youth and play provision within their neighbourhoods which encourages a sense of belonging, develops their identity and ensures their voices are heard.
A liveable and low carbon city: a destination of choice to live, visit, work	Children and young people have opportunities to live, lead and enjoy safe, active, and healthy lives. Engagement with children and young people will ensure that they understand the impact they can make within their neighbourhoods, and the wider community. The new grants arrangements will place a sharper emphasis on this to ensure that children and young people are supported by providers to make the strongest possible contribution to achieving the zero-carbon target for the city.

A connected city: world class infrastructure and connectivity to drive growth	Children and young people are listened to, valued and connected across their neighbourhoods, the city and beyond via residential and exchanges. They will inform continuous improvement and will be involved in service design, delivery, and governance. Children and young people receive the support they need to participate, ensuring representation of the full diversity of local people, and those who may not otherwise have a voice.
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### **Financial Consequences – Revenue**

The Council currently grants annual funding of £1.6m to Manchester’s voluntary and community sector (VCS) to deliver youth, play and participation services. It was proposed and agreed in 2021 that the City Council will administer the budget going forward, and that the budget will remain unchanged. The proposals set out in this report seeks to protect the current levels of investment and to direct those funds in line with the proposed new commissioning arrangements as set out in the main body of the report.

### **Financial Consequences – Capital**

There are no capital financial consequences arising as a result of these proposals.

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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:

- Children’s Scrutiny Committee Report – 13 October 2021
- Valuing Young People’s Strategy 2016-2019

- Our Manchester Youth Strategy 2019-2023

## **1.0 Introduction**

1.1 The current commissioning programme which was transferred from Young Manchester to the City Council on the 1<sup>st</sup> April 2022 finishes on the 31<sup>st</sup> of March 2023. Since transitioning youth and play commissioning from Young Manchester, several deliverables have been actioned including:

- 1 year transitional arrangements have been agreed and activated.
- The Area youth partnerships have been strengthened.
- Young people have been engaged in commissioning decisions and informing the priorities
- A series of listening sessions have been delivered to inform the new model of delivery.

## **2.0 Background**

2.1 On the 17th of March 2021, Executive Committee agreed several actions to build stronger and more effective arrangements for youth and play services to improve the outcomes for children and young people. Executive agreed to the principle of developing an alternative delivery model and that the full implications would be presented back for determination.

2.2 The Youth and Play Commissioning Arrangements was presented to Executive on 20 October 2021. The report set out the principles of an alternative delivery model and the need to establish a revised Commissioning Framework to be designed and developed.

2.3 Since April 2022, the Youth, Play and Participation service have been developing the Commissioning Framework. In the first instance, the service engaged with sector leaders in all parts of the city through a series of 8 listening conversations. This was followed up by having similar conversations with practitioners and young people.

2.4 The feedback from these listening conversations informed the next stage of developing the commissioning framework. A group of sector leaders and practitioners were invited to co-create and co-design the commissioning framework along with officers from the service.

2.5 The proposed framework has also allowed individuals (leaders, practitioners and young people) an opportunity to share their thoughts and views through an online survey.

## **3.0 Strategic National and Local Context**

3.1 Statutory guidance states local authorities have a statutory duty to 'secure, so far as is reasonably practicable, sufficient provision of educational and recreational leisure-time activities for young people, and to make sure young people have a say in the local offer'. This is often referred to as the 'youth service duty'. This includes youth and play work and other provision that:

- 'Connects young people with their communities
- Offers young people opportunities in safe environments to take part in a wide range of activities
- Supports the personal, social and economic development of young people
- Improves young people's physical and mental health, and emotional wellbeing  
- Raises young people's aspirations, builds their resilience, and informs their decision-making.'

***[The Department for Digital, Media, Culture and Sport (DCMS) 2019]***

3.2 The recent Youth Review published in February 2022 highlights DCMS acknowledging the youth sector has faced challenges throughout the COVID-19 pandemic, and the UK government is responding by wanting to make a significant impact by 2025 by wanting to achieve the following:

- A Youth Guarantee: by 2025, every young person will have access to regular clubs and activities, adventures away from home and volunteering opportunities.
- Three strategic aims
  - "Levelling up" and expanding access to youth provision with £560 million investment over the next three years (delivered via Youth Investment Fund, over 30 VCS providers from Manchester have expressed an interest)
  - Supporting the youth sector workforce.
  - Listening to young people's voices.

3.3 Several local strategies to ensure specific needs and priorities are interlinked in key areas of development for children and young people, these range from Manchester's Children & Young People's Plan, Community Safety Partnership – Our Strategy to the Young Carers Strategy, the Warm Spaces Agenda and many more.

3.4 Successfully funded VCS providers will plan and link the local and national priorities in their delivery of varied services. Local Authority officers, young ambassadors and staff from the VCS will monitor, quality assure and measure impact on children and young people in order for the Council to achieve local agendas and fulfil its statutory 'youth service duty.'

#### **4.0 Principles of Investment**

4.1 Following the extensive engagement, it is proposed that the following five principles are used to inform future funding decisions and to ensure that equitable, strengthened services are being delivered across the city:

4.2.1 **Diverse organisations** - It is proposed that a wide range of diverse organisations are funded to encourage participation from all parts of the city and for the benefit of all young people. There will be a strong emphasis on encouraging new and diverse groups to engage in the process. Where possible we will ensure that groups that have not been funded previously are

supported to apply for funding. It is anticipated that this will provide a more equitable sector and will enable us to reach more practitioners and importantly young people.

- 4.2.2. **Capacity building** – a key aim will be to build capacity across the sector so that groups and organisations can become sustainable. It is anticipated that lead partners will be identified in each area to provide guidance and support across the network. Their responsibility will be to ensure groups and organisations are supported with capacity building, with the support of the Youth and Play team.
- 4.2.3. **Increase youth voice** – we are looking for proposals that involve young people and demonstrate how the voices of children and young people have informed plans and activities. It is proposed that young people will also help assess applications.
- 4.2.4. **Evidence of need and impact** – proposals that can evidence clear need in a neighbourhood or for a particular group of young people will be prioritised. This includes demonstrating impact and tracking the journey of their young people.
- 4.2.5 **Workforce Development** – proposals that increase the quality and the skills of volunteer and employees supporting the sector. This will be supported by the development of a workforce development strategy.
- 4.3. **Operating Model** – It is proposed that future commissioning decisions are aligned to the 1:3:13:32 operating model for the city as appropriate. This will ensure that commissioning decisions can best integrate with other services that are operating on the geographic footprints.

## 5.0 Governance and decision-making processes

- 5.1 It is proposed that there will be five stages to the decision-making process:
  - 5.1.1. Expression of interest – all organisations will need to evidence that they can meet our due diligence process which will consist of, but not limited to governing document (constitution, articles of association, etc.), safeguarding policy (including your named safeguarding lead), equal opportunities, financial overview, and then the main submission.
  - 5.2.2. Young people’s advisory panel – 3 – 5 young people (in each district) will have overview of and provide feedback / guidance on applicant’s responses related to young people’s engagement and involvement. This feedback will inform the final decision-making process.
  - 5.2.3. Members advisory panel – between 3 – 5 elected members (in each district) will have overview of and provide feedback / guidance on applicant’s responses related to wider community engagement and involvement. This feedback will inform the final decision-making process.



- 5.2.4. Officer recommendation – it is proposed recommendations will be prepared by officers from the service, namely the Head of Service, the Commissioning Manager and the Quality Assurance, Impact and Monitoring Lead. Officers will rely on feedback from young people and elected members in order to make the most informed recommendations.
- 5.2.5. Ratification – the Executive Member for Early Years, Children, Young People, the Strategic Director for Neighbourhoods and the Head of Libraries, Galleries, Culture and Youth will complete the decision-making process.

## **6.0 Funding**

- 6.1 The total amount of funding available for commissioning will be £1.6 million.
- 6.2. The additional investment funding will be retained to support projects identified throughout the year and will include Our Year Legacy work. The money will also be used to invest in training, development and capacity building.
- 6.3. The four hubs across the city will continue to receive funding enabling them to continue their work with children and young people in specific areas of the city.

## **7.0 Timeline**

- 7.1 It is proposed that the following timeline is agreed:

### **Stage 1: Launch**

- The programme opens for applications from 12 noon on the 5<sup>th</sup> of January 2023 however the commissioning framework will be launched on the 21<sup>st</sup> of December 2022
- Grant information events, workshops and meet the funders session will take place between the 5<sup>th</sup> of January with the final one taking place on or around Monday the 20<sup>th</sup> of February – more information on these events will be provided soon.

### **Stage 2: Application period**

- Online application can be submitted from Thursday the 5<sup>th</sup> of January until midnight on Sunday the 26<sup>th</sup> of February.

### **Stage 3: Due Diligence**

- Officers from service will review all applicants' policies and procedures as soon as applications are received.

### **Stage 4: Decision-making and grant award**

- The grant making board will meet and assess applications from Monday 27<sup>th</sup> of February.

- All organisations will be contacted by no later than Wednesday 15<sup>th</sup> of March with an outcome. Grant confirmation letters will be issued on Friday 17<sup>th</sup> of March. Delivery will be expected to commence on the 1<sup>st</sup> of July.

It is recommended that the programme covers a 21-month period from 1<sup>st</sup> July 2023 to 31<sup>st</sup> March 2025.

## **8.0 Service Requirements**

8.1 The service envisions that all VCS applications will be assessed against the following requirements:

- Equality, diversity and inclusion are embedded in activities, governance and management arrangements with plans on promoting inclusion within their service.
- Promoting a culture of collaboration and joint working with all youth and play provision and specialist services that support children and young people, particularly around, attainment, mental health, physical health and their development including their growth in communication skills and other soft skills.
- Commitment to increasing the participation and volunteering opportunities for young people, subsequently recognising and rewarding achievement.
- Work with the council and children and young people to publicise widely the youth and play offer, using methods that young people will use and on the identified web portal.
- Monitor and measure impact of children and young people's involvement in various activities by identifying with them their development, their learning and gained accredited qualifications.
- Provide sufficient workforce developmental opportunities to ensure safe and quality delivery.

## **9.0 Quality Assurance, Impact and Monitoring**

9.1 It is proposed that a standardised MI (management information) system is implemented. This will enable the service to monitor performance and measure impact. All successful organisations will be provided with training and be provided with the MI system without the need to purchase it as costs will be covered by the Grant Programme. The MI system will be a:

- Central data monitoring system for all funded youth and play work in the city including the holiday activity and food programme (HAF).
- Facility where successful applicants can upload due diligence documents that will be visible to council officers to check and review.

- A signposting and advertising platform for the youth and play offer.
- Record keeping database for young people's development and their journey travelled. This will allow providers to demonstrate the impact of provision on children young people's lives, including measure learning outcomes / accreditations / Duke of Edinburgh's Award and other qualifications.
- Provision for qualitative data as well as provision for quantitative data and demographics.

## **10.0 Other Considerations**

### **10.1 Risk Management and Mitigation**

10.1.1 These proposals will ensure that as many risks are mitigated against and managed effectively and efficiently through regular engagement by service officers. Additional support through the service will be provided to the VCS including but not limited to training opportunities to understand, mitigate and write risk assessments.

### **10.2 Legal Considerations**

10.2.1 This proposal will require new legal arrangements to be drawn up between the council and funded providers.

10.2.2. In making any decisions about the commissioning framework and its subsequent programme of work, the council will have due regard to the relevant statutory guidance and legislation. Specifically, the duty within Section 507B of the Education Act 1996 described as the "sufficiency duty" that the council "must, so far as reasonably practicable, secure for qualifying young persons in the authority's area access to:

- i) Sufficient educational leisure-time activities which are for the improvement of their wellbeing and sufficient facilities for such activities.
- ii) Sufficient recreational leisure time activities which are for the improvement of their wellbeing and sufficient facilities for such activities.
- iii) Statutory guidance is also explicit that local authorities must take steps to ascertain the views of young people and to take them into account in making decisions about services and activities for them.  
This report

10.2.3. This report informs how the service will meet the statutory duty and meet its legal responsibilities. An endorsement from Scrutiny would enable the service to begin implementing processes for effective, efficient and equitable commissioning.

## **11.0 Conclusions and Next Steps**

- 11.1 The proposed new framework will build on the existing strengths and progress made over the last few years. It will aim to reduce operational overheads and seek to remove duplication. It is anticipated that more funding will reach grassroots organisations who are working directly with children and young people and will encourage and support applications from new and diverse non-white organisations that are not usually represented in the VCS.
- 11.2 The following next steps, in addition to the ones mentioned previously in this report, are recommended:
- a) It is recommended a further extension of until the 30<sup>th</sup> June 2023 is offered to all currently funded organisations. This will ensure continuity of delivery and allow time for mobilisation of new providers as well as a supportive de-commissioning if needed.
  - b) It is proposed this grants programme runs from the 1<sup>st</sup> of July 2023 to the 31<sup>st</sup> of March 2025 – 21 months.
  - c) The committee agrees that the Youth, Play and Participation service commences the new grants programme process as outlined in the proposed timeline and based on the principles of investment.

## **Appendices**

1. Youth, Play and Participation Service Commissioning Framework



**MANCHESTER  
CITY COUNCIL**

# **Youth, Play and Participation Commissioning Framework**

**1<sup>st</sup> July 2023 – 31<sup>st</sup> March 2025**

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Note: This prospectus sets out Manchester City Council's (MCC) vision and commitment for commissioning youth and play services for children and young people. It is aimed and will inform potential service providers, residents, colleagues and Members of our commissioning approach. Hereafter the term commissioning is changed to **the grants programme**, given the money to be distributed will be in grant form.

## 1. Introduction

I'm sure that we'd all agree that we want Manchester to be the best it can be for all our children and young people, which is why we launched the 2022 Our Year Campaign and why we have set out to become a UNICEF recognised Child Friendly City. Our ambitions are high, and we are determined to make our city one where children and young people have a voice and are listened to.

Quality Youth and Play work in every part of the city is vital to those ambitions. When we talk to children, they tell us that they want a range of things to do in their local areas – which are free and easy to get to. Manchester is an amazing city, but we also know it has significant challenges. Too many of our young people face challenges when compared to young people in other parts of the country as well as additional barriers to accessing provision. We know the difference that professional youth and play work can make to the life of a child and to the city as a whole and we want to make sure this access is available in every part of the city. We already have fantastic providers doing incredible work, day in day out, and we want to continue to support that work.

Things always evolve and change, and we need to constantly review what we do to make sure we are the best we can be. In a city as diverse as Manchester there can't be a "one size fits all" approach- our young people are unique, with different interests and different needs. We also have thriving communities with their own expertise and experience. We want to harness this as part of our commissioning strategy so that we see newer diverse organisations being supported to join our already fantastic range of established organisations.

It's been a tough time for the youth and play sector over the last ten years- with cuts and austerity hitting their work more than most other sectors. Over the last couple of years, we have started to see some improvement and there is now more youth and play work being funded in our city than there has been for a long time. As a Council we recognise the resilience of the sector which has kept going through these difficult times and we want to come together to build on that for the future. We all want the same thing for our city – quality youth and play work which is open and accessible to all children and young people in every part of our great city.

I'd like to end by thanking all those who took part in our listening conversations, those who completed the online questionnaire's, the co-design steering group, and to every individual and organisation working hard to develop Manchester's children and young people. We look forward to working with you all together over the coming months and years.

**Councillor Garry Bridges**  
**Executive Member for Early Years, Children and Young People**

## 2. Strategic Context

### National

Statutory guidance states local authorities have a statutory duty to ‘secure, so far as is reasonably practicable, sufficient provision of educational and recreational leisure-time activities for young people, and to make sure young people have a say in the local offer’. This is often referred to as the ‘youth service duty’. This includes youth and play work and other provision that:

- ‘Connects young people with their communities
- Offers young people opportunities in safe environments to take part in a wide range of activities
- Supports the personal, social and economic development of young people
- Improves young people’s physical and mental health, and emotional wellbeing
  - Raises young people’s aspirations, builds their resilience, and informs their decision-making.’

***[The Department for Digital, Media, Culture and Sport (DCMS) 2019]***

The government is reviewing the guidance that sets out the statutory duty placed on local authorities to provide appropriate local youth and play services. It is expected that the review will provide greater clarity of government expectations, including the value added by good-quality youth and play work.

Current work includes the government’s Comprehensive Spending Review, Statutory Guidance for Local Authorities - securing baseline data from the national youth work census and a ten-year youth sector strategy. This includes priorities and partnerships for young people in Covid-19 recovery, education, employment, health and safeguarding. The Youth Review published in February 2022 highlights DCMS acknowledging the youth sector has faced challenges throughout the Covid-19 pandemic, and the UK government is responding by wanting to make a significant impact by 2025 by wanting to achieve the following:

- A Youth Guarantee: by 2025, every young person will have access to regular clubs and activities, adventures away from home and volunteering opportunities
- Three strategic aims:
  - “Levelling up” and expanding access to youth provision with £560 million investment over the next 3 years (Youth Investment Fund, over 30 VCS providers from Manchester have already expressed an interest)
  - Supporting the youth sector workforce
  - Listening to young people’s voices

In working to deliver the above via granting funds to VCS providers will enable the Council to fulfil its Statutory Youth Duty



## Local

Local drivers that inform service priorities and delivery include MCC's Children and Young People's Plan 2020 – 2024 (Building a safe, happy, healthy and successful future for children and young people) [89167 CYPP One Page Plan2020 24 v4.pdf \(mcc.local\)](#)

The Children & Young People's Plan aligns with the priorities and focus of the Our Manchester Youth Strategy (OMYS). It also helps fulfil the priorities identified in the strategy. The OMYS has a clear vision which provides clarity around the development and delivery of youth services:

*“Ensure our young people have the opportunity to achieve their full potential and benefit from the economic prosperity of the city. They will contribute to, and benefit from supportive and dynamic neighbourhoods with access to a wide range of youth, leisure, cultural and recreational opportunities. Their voice and citizenship will continue to be placed at the heart of the city's current and future identity, recognising that our young people are the future of Manchester, economically, socially and culturally. They will come to define our city, and its relationship with the global community’.* [Our Manchester Youth Offer Strategy 2020 .pdf \(mcc.local\)](#)

Further local drivers also underpin and are interlinked by several local strategies to ensure specific needs and priorities are being addressed in key areas of development for children and young people, the list below is by no means exhaustive:

- 1) **Our Manchester Strategy 2016–2025** seeks for everyone to work together in finding creative solutions for Manchester to be in the top-flight of world class cities with a dynamic economy where all will feel safe and living well. The priorities reset up to 2025 places a focus on the challenges – putting equality, inclusion and sustainability centre stage – with a renewed focus on children and young people, health...our environment and infrastructure.
- 2) **Manchester's Sport and Physical Activity Strategy 2019–2028** communicates the long-term vision for increasing sport and physical activities across the city. It has an essential focus on young people's overall wellbeing and potential, helping them to enjoy being active and healthy.
- 3) **Manchester's Promoting Inclusion and Preventing Exclusion Strategy: Supporting our Young People to Thrive 2019–2022** sets out a clear framework for reducing the expulsion of children and young people from education, ensuring all Manchester's early years settings, schools and post-16 providers are inclusive and able to meet the needs of their local communities.
- 4) **The Manchester Work and Skills Strategy** highlights how young people will be better equipped to compete within the local labour market, stressing the importance of sustainable and healthy work with opportunities for progression.
- 5) **Manchester Community Safety Strategy Partnership: Our Strategy** outlines Manchester's community safety priorities. These include 'keeping children and young people safe' from a range of issues, such as criminal

exploitation, youth violence, knife crime, substance misuse, and antisocial behaviour.

- 6) **Manchester Outdoor Learning and Adventurous Activity Strategy for Children, Young People and their Families** describes how young people can access the existing wealth of opportunities and participate in outdoor learning and adventurous activities in Manchester that enable them to have fun, stay healthy and improve their long-term outcomes.
- 7) **Manchester Family Poverty Strategy 2017-22** sets out priorities under three themes - sustainable work & affordable and accessible childcare, the basics and resilience.
- 8) **Manchester SEND Joint Commissioning Strategy 2020 – 2023** working together to enable Manchester’s children and young people to lead safe, happy, healthy and successful lives.
- 9) **Young Carers Strategy** for young carers to have access to the same opportunities as their peers, being protected from inappropriate caring, and that they are safe, healthy, aspiring and achieving.
- 10) **Our Year & UNICEF’S Child Friendly City** this programme aims to create Manchester’s communities where all children and young people – whether they are living in care, using a children’s centre, or simply visiting their local library – have a meaningful say in, and truly benefit from the local decisions, services and spaces that shape their lives. Manchester is working on an ambitious three-to-five-year journey towards international recognition as a UNICEF UK child friendly city.

Successfully funded VCS providers are expected to plan and link the local and national priorities in their delivery of varied services by using youth and play work principles. The next section explains the principles that can be applied to deliver on a variety of priorities, interests and issues pertaining to children and young people.

### 3. National curriculum for youth work

In order to provide effective youth and play services in Manchester we have adopted National Youth Agency’s (NYA) national curriculum for youth work (2020).

The national curriculum for youth work enables a greater understanding of youth work practice, provides an educational framework and acts as a reference tool to be used by decision makers, policy makers, commissioners, youth workers and young people. The curriculum framework is founded on four cornerstones, which describe the broad aims of youth work:

1. **Education:** Youth work offers informal learning opportunities that can complement formal learning in schools and colleges. It gives young people the opportunity to learn – about themselves, about others, about issues they care about or that concern them and about society and how to engage in their communities.

2. **Empowerment.** Youth work helps young people to develop the skills and confidence to make decisions and act on issues that affect their own lives, the lives of others, their communities and society. This enables young people to take control, have a voice and get involved as advocates.
3. **Equality.** Youth work is for all young people. It respects differences and builds connections between different groups and individuals. It recognises and promotes human rights, social justice and anti-oppressive practices, supporting and challenging young people to reflect on their understanding of themselves and their behaviour towards others.
4. **Participation.** Youth work supports young people and works with them to become partners and leaders in their own learning, to help them gain influence over issues they are concerned about and to engage them with democratic processes.

Youth work relationships are underpinned by youth work values and principles. These provide an ethical foundation that inform the way youth workers make decisions about their work. Values are used to develop principles that allow workers to collectively understand how they apply values to youth work practice. Youth work values and principles:

- Good youth work is delivered by developing a voluntary and trusting relationship between the young person and the youth worker.
- Good youth work is underpinned by contextual safeguarding approaches, where the welfare of young people is paramount.
- It is a rights-based informal educational process and an asset-based empowerment approach. It complements, extends and supports formal education by encouraging and providing other opportunities for young people to achieve and fulfil their potential.
- It does not seek to position young people as a ‘problem’; it develops a positive narrative around young people.
- Good youth work embraces the value that young people bring to society and works with them to develop solutions to challenges experienced individually, collectively and societally.
- Youth work equips young people with knowledge and skills for life across a range of dimensions, including socially, economically and politically

#### 4. Play work principles

In order to provide effective youth and play services in Manchester we have adopted the highly recognised play principles to assist providers in their delivery.

The principles of play work help to understand two critical values of play work practice:

- 1) The nature and value of play.
- 2) The role play workers have in supporting play for children and young people.

The following 8 play work principles were finalised in 2005 and subsequently approved by Skills Active (the Sectors Skills Council for Play work). They are still in use today and encourages every play worker to give children and young people the appropriate space and opportunity to play:

- a) All children and young people need to play. The impulse to play is innate. Play is a biological, psychological and a social necessity, and is fundamental to the healthy development and well-being of individuals and communities.
- b) Play is a process that is freely chosen, personally directed and intrinsically motivated. That is, children and young people determine and control the content and intent of their play, by following their own instincts, ideas and interests, in their own way for their own reasons.
- c) The prime focus and essence of play work is to support and facilitate the play process and this should inform the development of play policy, strategy, training and education.
- d) For play workers, the play process takes precedence and play workers act as advocates for play when engaging with adult led agendas.
- e) The role of the play worker is to support all children and young people in the creation of a space in which they can play.
- f) The play worker's response to children and young people playing is based on a sound up to date knowledge of the play process, and reflective practice.
- g) Play workers recognise their own impact on the play space and also the impact of children and young people's play on the play worker.
- h) Play workers choose an intervention style that enables children and young people to extend their play. All play worker interventions must balance risk with the developmental benefit and well-being of children.

The principles are linked to UN Rights of the Child [://www.unicef.org.uk/wp-content/uploads/2019/10/UNCRC\\_summary-1\\_1.pdf](://www.unicef.org.uk/wp-content/uploads/2019/10/UNCRC_summary-1_1.pdf)

All potential VCS organisations seeking funds are expected to utilise the national curriculum for youth work and the play work principles to assist in their delivery to meet children and young people's needs.

## **5. Service Requirements**

As a result of the findings from the Youth Review (2021), the Listening Conversations (2022), the Needs Analysis (2022) and the commissioning framework co-design/creation sector group (2022) the Council has agreed the following requirements. All project proposals need to:

- 1) Have equality, diversity and inclusion embedded in their activities, governance and management arrangements with plans on how they will promote inclusion within their service.
- 2) Promote a culture of collaboration and joint working with all youth and play provision and specialist services that support children and young people, particularly around, attainment, mental health, physical health and their development including their growth in communication skills and other soft skills.
- 3) Recognise the impact of Covid-19 on young people and support needs for recovery.
- 4) Be committed to increasing the participation and volunteering opportunities for young people, subsequently recognising and rewarding achievement.
- 5) Work alongside the Council to seek opportunities to bring organisations together to collaborate on cross-city strategic and operational projects which will improve outcomes for Manchester's children and young people.
- 6) Work with the Council and children and young people to publicise widely the Youth and Play Offer, using methods that young people will use and on the identified web portal.
- 7) Contribute to environmental and economic value in the city.
- 8) Monitor and measure impact of children and young people's involvement in various activities by identifying with them their development, their learning and gained accredited qualifications.
- 9) Provide evidence on how value for money can be achieved against costs, inputs, outputs and outcomes.
- 10) Explain how delivery to children and young people contributes to social value.
- 11) Provide sufficient workforce developmental opportunities to ensure safe and quality delivery.
- 12) Highlight what added value is achievable.
- 13) How organisations work to provide warm spaces.

All bids will be assessed against the above criteria. Applicants should be aware that these requirements will need to be clearly evidenced in their bid. Applicants for smaller grants will not be expected meet all the requirements.

### **Programme Outcomes**

VCS providers funded by Council are expected to be working to achieve the following outcomes for children and young people (adapted from the National Youth Agency's 'Theory of Change for Youth Work' 2018).

**Intermediate outcomes knowledge and skills:**

- Increased self-awareness and emotional intelligence.
- Improved social and communication skills.
- Greater empathy and understanding of other people.
- Acquired knowledge for planning and problem solving.
- Attitudes and capabilities.
- Increased aspiration, confidence and agency.
- Increased independence, resilience and determination.
- Informed attitude to risk.
- More positive about people from different backgrounds.

**Social behaviours**

- Engaged in more positive activities, more often.
- Increased willingness to take action to help others.
- Improved decision making, voice and advocacy.
- Increased democratic engagement.

**Community**

- Needs identified early and access to support services.
- Increased social capital and more positive relationships, peers and intergenerational.
- Increased sense of belonging and community cohesion.

**Collective impact**

- Stronger families, friendships and civil society.
- Active citizenship, respect and equality of opportunity.
- Improved education, employment, health and mental wellbeing.

Funded organisations will be expected to routinely evidence achieved outcomes on the identified MI (management information) system. Applicants for smaller grants will not be expected to meet all programme outcomes.

**6. Purpose of the grant**

The grant funding is to:

- Provide safe physical, digital, outreach and detached spaces in the community that delivers open access, informal education to children and young people that will support their personal, social and political development through activities that children and young people need, want and value.
- Deliver regular activities and opportunities for children and young people to participate in decision making forums, social action and volunteering.

- Provide targeted and specialist youth and play work to engage children and young people with specialist needs, disadvantaged young people or marginalised groups.
- Work in partnership with the council, other youth and play providers and specialist agencies, acting as a bridge and supporting children and young people to access other services and being part of a partnership and multi-agency group where appropriate.
- Empower children and young people to co-design and co-produce activities, projects and services.
- Work closely with organisations who work with children and young people from protected groups, such as those who identify as LGBT+ (is this the right terminology), who have a disability or are non-white, SEND, young carers etc utilising their specialist knowledge to improve inclusion.

### **Cost that can be funded**

The programme can fund core and delivery costs associated with delivering your activities, including but not limited to:

- direct delivery including residentials and exchanges
- salaries
- training
- volunteer costs
- management costs – no more than 10% of the total costs for partnership bids and no more than 7% for individual bids
- premises costs
- utilities and overheads
- equipment for delivery
- partnership project costs

This programme will not fund:

- major refurbishments
- the purchase of vehicles, land or buildings
- projects where the main aim is research/evidence gathering
- religious or political activity
- costs of activities taking place outside Manchester local authority boundaries with the exception of residentials, exchanges and project work where the sole purpose is for the development of children and young people via direct face to face delivery.

The grant will be paid quarterly. The first quarter will be paid up front. Subsequent quarters will be paid on receipt of and viewing of quarterly monitoring returns via the identified MI system.

Given the various reviews that have taken place over the last few years as well the national and local drivers and the extensive consultation carried out by the Youth, Play

and Participation Service, we are confident that this grants programme is the most comprehensive one targeted on the most important issues facing children and young people during the next few years, including supporting the recovery of the impact of Covid -19.

## 7. Available funding

The grants programme will initially be a twenty-one-month programme, starting 1<sup>st</sup> July 2023 and ending on 31<sup>st</sup> March 2025. There may be a possibility to extend successful organisation's delivery by 1 year (1<sup>st</sup> April 2025 – 31<sup>st</sup> March 2026). It is envisioned that following this funding cycle, the service can commit to longer term funding (potentially 3 years) however this is subject to resources and capacity available at that time. We are well aware, appreciate and acknowledge that organisations are often placed to make real, long-term change over a period of years once they are confident that resources will continue to be there to support them and we will work diligently to enable this to happen.

### Grant amounts

The total available in this funding programme is £1.6million per year up to 31<sup>st</sup> March 2025. Applicants can apply for a small, medium or large grant as listed below:

Funding Level	Year 1 from 1 <sup>st</sup> July 2023 to 31 <sup>st</sup> March 2024 ( <b>pro-rata for 9 months - £1.2million</b> )	Year 2 from 1 <sup>st</sup> April 2024 to 31 <sup>st</sup> March 2025
Small	£7,500 to £30,000	£10,000 to £50,000
Medium	£31,000 to £52,000	£51,000 to £100,000
Large	£53,500 to £75,000	£101,000 to £150,000

Organisations cannot apply for more than 50% of their annual turnover.

### Key dates

The programme covers a 21-month period from 1<sup>st</sup> July 2023 to 31<sup>st</sup> March 2025.

The anticipated timeline for the application, evaluation and award process is:

#### Stage 1: Launch

- The programme opens for applications from 12 noon on 5<sup>th</sup> January 2023.

*Grant information events, workshops and meet the funders session will take place on:*

- 10<sup>th</sup> January 2023 from 18:00 to 10:00 at North Manchester Youth Zone
- 19<sup>th</sup> January 2023 from 18:00 to 20:00 at the Powerhouse, Moss Side
- 26<sup>th</sup> January 2023 from 18:00 to 20:00 at Barlow Moore Community Centre
- 1<sup>st</sup> February 2023 from 18:00 to 20:00 – online meeting
- 2<sup>nd</sup> February 2023 from 18:00 to 20:00 North district, venue TBA



- *7<sup>th</sup> February 2023 from 18:00 to 20:00 Central district, venue TBA*
- *15<sup>th</sup> February 2023 from 18:00 to 20:00 South district, venue TBA*

## **Stage 2: Application period**

- Online application can be submitted from Thursday the 5<sup>th</sup> of January until midnight on Sunday the 26<sup>th</sup> of February.

## **Stage 3: Due diligence**

Officers will review all applicants and documents as soon as applications are received. Applicants will need to provide the following key policies, procedures and documents that outline the way the organisation works, which includes at a minimum:

- Your governing document (constitution, articles of association, etc.).
- Safeguarding policy (including your named safeguarding lead).
- Health and safety.
- Data protection.
- Equal opportunities.
- Financial overview
- Copies of your insurance cover certificate.
- Annual reports or equivalent.
- Your annual accounts for at least the last 12 months. We understand that for some organisations, in particular new start up organisations this may not be possible. As such, a signed statement from the trustees / directors describing why the accounts are not available, the organisation's financial position for the last 12 months and current expectations about the future position will be needed. This should be signed by two trustees / directors being the chair and treasurer.
- Evidence of four quorate board meeting/management committee reports.

## **Stage 4: Decision-making and grant award**

- The grant making board will meet and assess applications from Monday 27<sup>th</sup> of February.
- All organisations will be contacted by no later than Wednesday 15<sup>th</sup> of March with an outcome. Grant confirmation letters will be issued on Friday 17<sup>th</sup> of March. Delivery will be expected to commence on the 1<sup>st</sup> of July.

## **8. Workforce Development**

Our approach recognises the importance of the VCS in providing services for children and young people in Manchester. To support and enhance delivery the Youth, Play and Participation service aims to support the sector to develop their workforce. To do this we will work with the sector to address key areas including but not limited to:

- Increasing the number of professionally recognised youth & play workers: Level 2/3 play work diploma, The nationally recognized Joint Negotiating Committee's (JNC) Level 3 youth work qualification and possible apprenticeships.

- Continuous professional development (CPD): safeguarding, issue-based, capacity building, organisation development.
- Support to enhance quality assurance: peer (workforce) review training, monitoring, recording and evaluation, young ambassadors training etc.

## 9. Quality Assurance

The need for granting funds and the resulting procurement activity to be undertaken within a performance management framework is critical to achieving success and continuous improvement and to ensuring that resources are targeted effectively.

There are a range of performance management and monitoring systems in place for children and young people's services across the country however, the Youth, Play and Participation service recognises that it has to do more to ensure that we measure value for money, capture the exceptional work delivered by providers and highlight the outcomes achieved by children and young people.

In terms of this funding, we will develop a standardised performance management framework for all funded youth and play providers, to include systematic and explicit benchmarking in relation to costs and outcomes for the granted providers. This will involve the setting of clear targets and the use of a standardised MI system to monitor performance and measure impact. All successful organisations will be provided with training and be provided with the MI system without the need to purchase it. The MI system will be a:

- a) Central data monitoring system for all funded youth and play work in the city and for the holiday activity programme (HAF).
- b) Facility where successful applicants can upload due diligence documents once.
- c) Front page advertising and signposting process for youth and play provision.
- d) Record keeping scheme of young people's development – journey travelled. Measure the real impact of provision on young people's lives, including measure learning outcomes/accreditations/DoE & other qualifications
- e) Provision for qualitative data which MCC is keen to access, and providers are keen to share.
- f) Provision for quantitative data and demographics.

Additionally, quality assurance, impact and monitoring processes will be carried by using a supportive, transparent and a developmental approach with methods that will help:

- a) Allow for "sampling visits" – Informal process with the aim of collaborative learning. Samples may be from universal provision or targeted projects, it will be discussion based, to gather evidence from children and young people and youth & play workers.

- b) Drop ins – with a formalised template which will be informal for the purposes of seeing organic provision.
- c) Young Ambassador visits – Trained young people to conduct announced visits
- d) Peer Reviews – trained workers to conduct announced visits. Mix of experienced, paid staff and volunteers to bring diverse perspectives. This will use a strengths-based approach, sharing best practice and if required collectively working on areas of development.
- e) Develop a “Quality Mark/Award” – potential for this after first 9 months of funded provision.
- f) Play work to be quality assured and monitored in a similar way with less constraints on outcomes but acknowledging the need for play provision to be driven by children and young people and that it is not restrictive.
- g) Play work to be aligned to England’s “Quality in Play” and the 8 principles of play.

## **10. Value for money**

There will be close links with procurement and contracting colleagues within the council and other bodies to ensure that all services are contracted in accordance with local standing orders and procurement regulations.

The Local Government Information Association defines contestability as being “the process of considering different supplier options, rather than just considering changing the management, method or processes of the existing supplier”. Promoting a mixed market in the delivery of public services is a key component of the government’s public service reform agenda. Ensuring grant makers, users, and funders of public services get the best value for money from a mixed pool of providers is crucial to service improvement and sustainability. The Council’s approach supports the need to work to the principle of contestability in terms of widening the market to create more suppliers of youth and play services. The procurement approach will utilise a number of principles that will be applied in order to secure value for money. These are as follows:

- Cost effectiveness without compromising quality.
- Competition will be sought.
- Required rather than desired outputs.
- Added value through innovation and creativity.
- Accountability and transparency.
- All viable sourcing options will be considered.
- Transactions will be streamlined to ensure efficient use of resources.
- Administrative processes kept to a minimum to avoid bureaucracy.
- Continuous improvement and learning from experience through ongoing relationships and the joint effective management of the relationships.
- Focus on improving services for the future rather than maintaining services of the past.

Proof of good value for money is in concluding that the services received were worth the price paid. For services for children and young people this will be increasingly measured by their outcomes achieved in relation to the budgets committed.

As outlined above, to demonstrate value the points above will become established procurement practice within the grants to deliver youth and play services.

### **Real Living Wage Plans**

In line with OMCVS 's Grant Programme this fund has adopted the council's plan for Manchester to become a Real Living Wage City, aiming to narrow the gap that exists between what our residents earn and what others working in the City earn. Manchester's paid and volunteer VCS sector workforce is huge, and it is important that the city's commitment to the Real Living Wage is reflected in this fund. All applicants are required to outline how their organisation will work towards achieving the Living Wage Employer Mark, accredited by the Living Wage Foundation, by March 2025. Applicants are advised to include the costs of accreditation in their submissions.

We would also encourage you to use Joint Negotiating Committee (JNC) rates set by the National Youth Agency for those members of staff who are qualified youth workers. There are two grades within the JNC framework, youth support worker and professional youth workers. The JNC rates can also be applied for qualified play workers.

### **Diversifying income**

We acknowledge and appreciate that due to local, national and international issues, groups and organisations have no guarantee of funding. We also acknowledge and appreciate that, sometimes / often, organisations are reliant on most of their funding from a small number of sources. We are deeply invested in the youth and play sector and as such, if successful and if needed, the service will work with you to devise and implement a plan to increase their financial resilience by diversifying your income

#### **11. Who can apply / partnership bids**

Individual organisations from the VSC who meet the listed criteria are eligible to apply.

#### **Partnership applications**

Organisations can apply in partnership to deliver youth and play services city wide, area wide or in certain geographical areas.

Where a partnership wishes to apply to the grants programme, one organisation must complete the application on behalf of the partnership, known as the lead partner. Other organisations in the partnership application are known as named partners. You must have at least two partners (lead plus 2 named partners) to submit a partnership bid. There should be a significant amount of funding that goes to the partner organisation as only 10% of the total cost can be used as management costs by the lead partner.

An organisation can only apply for one grant but you may also be a beneficiary from a second application as a named partner. You cannot be a lead partner if you are also submitting an individual application (see guidance document for more information).

Lead partners will be expected to:

- Confirm that all partner organisations named on the application meet the fund's eligibility requirements and undertake due diligence on partners (see guidance document for more information).
- Take responsibility for distribution of funds to partner organisations.
- State on how any conflicts in the partnership are to be resolved.
- Collate and submit monitoring information on behalf of the partnership.

Partnerships will be expected to have an agreement in place that includes (but is not limited to) how they will work together to deliver activities, keep people safe (in terms of health and safety and safeguarding), monitor the work and pass on funding.

All formal partners will be expected to take part in the due diligence process. Officers will undertake due diligence of the partnership arrangements.

### **District and city wide networks**

The new proposals will enable more partnerships to be developed across the city. At the same time, we are aware that networks are needed now more than ever before. As such, a total of £120,000 from the grant will be set aside for three neighbourhood district-based networks and one city wide network (£30,000 per network).

The networks will be expected to work in their neighbourhood areas and city wide to liaise with funded and non-funded groups to support each other, build each other's capacity, identify and arrange developmental opportunities, jointly address issues and needs of children and young people and have autonomy to address any other points that the Network wishes to. Successful organisations will be expected to:

- Arrange a minimum of six Network meetings per annum.
- Have UNICEF's Child Friendly City (CFC) as a standing item on the agenda to actively engage, promote and deliver the principles, values and contribute to CFC in Manchester.
- Ensure the Network is diverse ensuring the local community is represented.
- Address neighbourhood issues / city wide issues.
- Develop neighbourhood / city wide projects.
- Have no less than six other organisations as part of the Network.
- Be the liaison with the Council.
- If required arrange developmental opportunities.

The networks will be based in and cover the current MCC's neighbourhood boundaries of North, Central and South with the addition of one city wide network to provide a good geographical and manageable spread. To support networks, funding will be available:

North	Central	South	City Wide
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£30,000	£30,000	£30,000	£30,000
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Organisations are expected to apply to lead the neighbourhood and city-wide Networks. The lead organisation will only be able to use between 7% of the allocated amount for management costs.

## 12. Eligibility

The purpose of this fund is to invest in a healthy and thriving voluntary sector to support Manchester's children and young people. The grants programme will support organisations that can demonstrate good practice in both their operational activity and the impact they have on participants. This section outlines the minimum eligibility criteria for the youth, play and participation fund and the expectations that organisations must evidence in their application.

### Eligibility criteria

In summary, the fund is open to voluntary and community sector organisations that are already delivering services and new groups that are based in Manchester who wish to support and develop the city's children and young people. This means not-for-profit, non-governmental, community-based organisations that are value driven and reinvest surpluses to further social, environmental or cultural objectives for the community.

Manchester's VCS and children and young people are defined as all normally based in and are residents in the 32 electoral wards of Manchester, including people who are temporarily homeless.

We will accept applications from the following types of voluntary and community sector organisation:

- Registered charity.
- Charitable incorporated organisation.
- Community-interest company limited by guarantee.
- Community-interest company limited by share (schedule 2 with 100 per cent asset lock only).
- Community-benefit company registered as an industrial and provident society.
- Unincorporated charitable association / group.

Your organisation must:

- Be applying for funding to work with children and young people aged 5 to 19 (up to 25 for care leavers and those with additional needs).
- Be based in Manchester
- Deliver services to children and young people in Manchester.
- Be constituted and have a bank account in the organisation's name.

- Have at least three trustees or directors (who are not related to each other and are not paid shareholders).
- Have a set of objectives that allows you to undertake the activities you're proposing.
- Be value-driven, for the social good.
- Be non-party political.
- Provide services or activities that are not religious or political in nature and that do not promote religious or political affiliation (please note that faith groups can apply but not for activities related to worship or the promotion of a particular faith).
- Reinvest any financial surpluses to further social, environmental and/or cultural objectives that bring a significant benefit to children and young people of Manchester.
- Not distribute any of your surpluses or assets to individuals.

Applicants will be asked to confirm they meet these requirements at the application stage, which will then be confirmed at due diligence. Any organisation not able to provide evidence during due diligence will be unsuccessful in receiving funding.

### **13. How to apply**

Applications can be submitted online via: Apply online via [xxx](#). A paper copy is also available – please email [youth\\_team@manchester.gov.uk](mailto:youth_team@manchester.gov.uk) to receive a copy.

Please note the deadline for all applications is Sunday the 26<sup>th</sup> of February at midnight. For more information, please see the guidance document for more information.

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**Manchester City Council  
Report for Resolution**

**Report to:** Communities and Equalities Scrutiny Committee – 6 December 2022  
Executive – 14 December 2022

**Subject:** Public Open Spaces CCTV

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

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**Summary**

This report details the policy and procedure developed following the review of Public Open Space CCTV. It details how we will ensure that the significant investment in CCTV is targeted effectively in the city whilst ensuring compliance with the Information Commissioners Office Code of Practice for surveillance cameras.

**Recommendations**

The Committee is recommended to:-

Endorse the recommendation to the Executive

The Executive is recommended to:-

Approve the Policy and Procedure for legitimacy and effectiveness of CCTV in the city.

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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
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None
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<b>Equality, Diversity and Inclusion</b> - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments
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By introducing a consistent criteria and regular review of the installation of CCTV in the city this will ensure that communities are not disproportionately impacted, or underserved by CCTV. Cameras will be sited in line with guidance to ensure that it is for a specified purpose which is in pursuit of a legitimate aim and necessary to meet an identified pressing need.
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<b>Manchester Strategy outcomes</b>	<b>Summary of how this report aligns to the OMS/Contribution to the Strategy</b>
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	
A liveable and low carbon city: a destination of choice to live, visit, work	The proportionate and appropriate use of CCTV in the city will contribute to the safety of the city to make it a destination of choice to live, visit and work.
A connected city: world class infrastructure and connectivity to drive growth	

**Contact Officers:**

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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.

Community Safety Strategy 2022-25

CCTV Code of Practice

## **1.0 Purpose of the Report**

- 1.1 This report details the policy for the targeted placement of CCTV cameras across the city to ensure they are used effectively and in line with government guidance. The policy supports the CCTV Code of Practice which was agreed at the Council's Executive on 17<sup>th</sup> November 2021.

## **2.0 Background**

- 2.1 The Council's CCTV Code of Practice reflects the Home Office Surveillance Camera Code of Practice and updated ICO Data Protection Code of Practice for surveillance cameras and personal information. It references the Home Office's Surveillance Camera Code of Practice, prepared in accordance with section 29 of the Protection of Freedoms Act 2012 and lists the guiding principles contained within it (See Appendix One).
- 2.2 The first principle for a CCTV camera being at a particular location is that it must be for a specified purpose which is in pursuit of a legitimate aim and necessary to meet an identified pressing need.
- 2.3 Historically CCTV cameras were installed in the city for different of reasons, including investment in an area through regeneration, or in response to crime or anti-social behaviour in an area. This means that there are significant disparities of coverage across the city that do not correspond to a pressing need. CCTV cameras have broadly been maintained within each ward and so these disparities have remained over the last decade resulting in areas maintaining a greater number of cameras on the basis of historic investment.
- 2.4 In Moss Side, GMP invested in a significant number of cameras to deal with crime issues that were prevalent over 10 years ago. These cameras were owned by GMP but monitored through the MCC CCTV system. Following the upgrade to the CCTV platform in 2018 these cameras were no longer compatible and GMP did not replace them. This decision was taken after consideration and, taking into account, that GMP own no other cameras across Greater Manchester. This has left a gap in coverage in some areas that are identified as having a pressing need.
- 2.5 To ensure the Council was complying with the requirements of the codes of practice, and to address the discrepancies in the CCTV coverage of the city, the CCTV Board has proposed a review of Public Space CCTV Cameras in their current locations.
- 2.6 It should be noted that MCC CCTV is not the totality of surveillance in our neighbourhoods. CCTV is used by individuals and businesses, and this will also be used by police to detect crime, safeguard individuals and carry out investigations.
- 2.7 Consideration has also been given to the fact that CCTV, whilst a well-known response to crime, is not always the best or most effective tool for responding

to crime and anti-social behaviour in an area. Our CCTV is overt and therefore individuals can easily prevent identification from CCTV footage.

### **3.0 Investment in CCTV**

- 3.1 Significant investment has been made to upgrade the CCTV system in the city in recent years including the upgrade to the platform in 2018 and this year will see £618k investment in upgrading 169 cameras that are over 7 years old.
- 3.2 Additional funds have also been secured to expand the number of flytipping cameras that can be deployed across the city to address areas that are subjected to sustained flytipping.
- 3.3 It is key that this investment is used to ensure that CCTV is being deployed to address a pressing need and to address the crime that impacts people who live, work and visit Manchester.

### **4.0 CCTV Board**

- 4.1 A CCTV Board has been established to review and oversee the additional investment in CCTV and to identify the proposed policy to implement the effective use of these resources.
- 4.2 The CCTV Board includes representation from MCC, Neighbourhoods, Community Safety, Capital Programmes and Highways, Compliance, Democratic Legal Services, Events, Public Realm, Greater Manchester Police and Cityco.
- 4.3 The Board has agreed an approach to include:
- Identification of the effectiveness of the CCTV cameras that are operating on the CCTV platform,
  - A process for the ongoing review of the effectiveness of individual cameras,
  - The ability to respond to pressing need for cameras in response to emerging problems
  - Assurance of compliance with appropriate guidance.
- 4.4 An initial review of effectiveness of all cameras will take place on approval for the policy so new replacement cameras are fitted in compliance with the guidance.

### **5.0 Policy and Procedure for CCTV legitimacy and effectiveness**

- 5.1 The following criteria will be used to determine the legitimacy and effectiveness of a CCTV camera in a location:
- Average crime density (GMP Data)
  - Average harm density (GMP Data)

- Number of times used in a 12-month period\* (CCTV Control Room data)
- Number of hours/minutes used for in a 12-month period\* (CCTV Control Room data)
- Number of occasions on which footage was released to GMP in a 12-month period

5.2 The priority crimes that may be influenced using CCTV are identified as follows:

- assaults (violence with injury),
- robbery,
- rape,
- drug dealing,
- affray (and violent disorder)
- possession of weapons

5.3 For each criterion, scores are identified to take account of locations that scored the same, and scores are given an order score. The order score for each criterion at each current camera location is added together to create a list of camera locations in order of effectiveness.

5.4 There will be regular opportunities to review whether the CCTV cameras are legitimate and addressing the areas with the greatest need, in accordance with the defined criteria. Requests that relate to the types of crimes that GMP have advised are best influenced by CCTV as set out in section 5.2 of the report will be considered on a quarterly basis by the CCTV Board.

5.5 CCTV moves within wards that are supported by the local partnership will be facilitated locally.

5.6 New requests for CCTV made by residents, councillors, police, council officers or others will be considered by the local partnership, who will agree whether it meets a pressing need and is the most appropriate intervention to address the concerns raised. If there is not a camera that can be repositioned from within the ward, this will be put to the Board for consideration for a priority move.

5.7 The Board will consider the request from the Neighbourhood, alongside information on crime and harm data, usage and control time of existing cameras, as well as factors such as proximity to other cameras and identification of an appropriate location for the camera. This will ensure a consistent approach to prioritising CCTV coverage across the city.

5.8 Local councillors will be able to feed into the proposals for new locations and will be informed of any proposals that impact on cameras within their ward.

5.9 Where additional CCTV is not supported the local partnership will be asked to consider other appropriate interventions that may tackle the issue for example

engagement with local community, environmental improvements, activity to target individuals.

## **6.0 Additional Cameras**

- 6.1 Whilst there are no additional cameras recommended in this note, it was considered helpful to set out the associated costs to ensure members have access to all relevant information.
- 6.2 A new CCTV Camera costs £2,892 (if at least 5 ordered), the connection to the Council's CCTV Wireless network costs £6k, and therefore the capital cost of one camera is £8,892, the transmission and maintenance costs are then £981 per camera per year.
- 6.3 Resources in the CCTV control room would also need to be considered if additional cameras were installed.

## **7.0 Legal Advice**

- 7.1 Article 8 of the European Convention on Human Rights ('ECHR') concerns the right to family and private life. The right contained in Article 8 is known as a qualified right which means that there may be circumstances in which some interference with it is justifiable. This right means that an individual has the right to the level of personal privacy which is compatible with a democratic society, taking into account the equivalent rights and freedoms of others. Any interference with this right by the Council will be subject to a test of necessity. The Council is permitted to interfere with an individual's Article 8 right to privacy if the interference has an obvious legal justification. This could, for example, be because the interference is necessary for the prevention and detection of crime. In addition to having a legal justification, the amount of interference with the right must be proportionate to the end result achieved and only go as far as is required to achieve that result. In summary the Council's use of overt CCTV in a public place must be in pursuit of a legitimate aim, necessary to meet a pressing need, and proportionate.
- 7.2 The Council also needs to ensure that the use of CCTV and the location it operates in actually achieve the specific purpose(s) for which it is being used. Therefore, reviews should be carried out periodically to confirm this is the case.
- 7.3 In using CCTV cameras, the Council will be processing personal data relating to identifiable living individuals and needs to comply with both the UK General Data Protection Regulation (UK GDPR) and the Data Protection Act 2018. When processing personal data, the Council must comply with key data protection principles including fairness, accountability, transparency and respect for the rights that individuals have under the data protection legislation. It is therefore important that the Council identifies an appropriate lawful basis for processing the personal data under Article 6 of the UK GDPR and justifies any processing to be necessary and proportionate.

- 7.4 The policy has been drafted in line with the above legislative requirements with a particular focus on demonstrating whether each of the CCTV cameras operated by the Council meet a pressing need and also achieve the specific purpose(s) for which they are being used. Where the proposed Review's finding is that a camera does not meet that criterion, it will recommend the camera is moved to a different location where its use is justified. If the cameras in question remain in their existing location the Council will not be complying with its statutory obligations and will potentially be a risk of someone complaining to the Information Commissioner's Office ('ICO') that there is an unwarranted interference with their right to privacy. If this happened the ICO could issue a decision that the Council's use of CCTV is not compliant with the ECHR and/or the UK GDPR leading to a loss of public confidence, reputational damage and in the worst-case scenario enforcement action.

## **8.0 Recommendations**

- 8.1 It is recommended that the committee approve the Policy and Procedure for legitimacy and effectiveness of CCTV in the city.

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## Appendix One

### **Biometrics and Surveillance Camera Commissioner Guiding Principles**

System operators should adopt the following 12 guiding principles:

1. Use of a surveillance camera system must always be for a specified purpose which is in pursuit of a legitimate aim and necessary to meet an identified pressing need.
2. The user of a surveillance camera system must take into account its effect on individuals and their privacy, with regular reviews to ensure its use remains justified.
3. There must be as much transparency in the use of a surveillance camera system as possible, including a published contact point for access to information and complaints.
4. There must be clear responsibility and accountability for all surveillance camera system activities including images and information collected, held and used.
5. Clear rules, policies and procedures must be in place before a surveillance camera system is used, and these must be communicated to all who need to comply with them.
6. No more images and information should be stored than that which is strictly required for the stated purpose of a surveillance camera system, and such images and information should be deleted once their purposes have been discharged.
7. Access to retained images and information should be restricted and there must be clearly defined rules on who can gain access and for what purpose such access is granted; the disclosure of images and information should only take place when it is necessary for such a purpose or for law enforcement purposes.
8. Surveillance camera system operators should consider any approved operational, technical and competency standards relevant to a system and its purpose and work to meet and maintain those standards.
9. Surveillance camera system images and information should be subject to appropriate security measures to safeguard against unauthorised access and use.
10. There should be effective review and audit mechanisms to ensure legal requirements, policies and standards are complied with in practice, and regular reports should be published.
11. When the use of a surveillance camera system is in pursuit of a legitimate aim, and there is a pressing need for its use, it should then be used in the most effective way to support public safety and law enforcement with the aim of processing images and information of evidential value.
12. Any information used to support a surveillance camera system which compares against a reference database for matching purposes should be accurate and kept up to date.

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