



Economy and Regeneration Scrutiny Committee

Date: Tuesday, 9 January 2024

Time: 10.00 am

Venue: Council Antechamber, Level 2, Town Hall Extension

There will be a private meeting for Committee members only from 9.40 am in Room 2006, Level 2, Town Hall Extension.

Everyone is welcome to attend this committee meeting.

Access to the Antechamber

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

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Membership of the Economy and Regeneration Scrutiny Committee

Councillors - Johns (Chair), Abdullatif, Benham, Hussain, Iqbal, Northwood, Richards, I Robinson, Shilton Godwin and Taylor

Agenda

1. Urgent Business

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

2. Appeals

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

3. Interests

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

4. Minutes

To approve as a correct record the minutes of the meeting held on 5 December 2023.

5 - 16

5. Road Safety

Report of the Strategic Director (Neighbourhoods)

17 - 28

This report sets out the Council's approach to Road Safety.

6. Highways Condition of the City Annual Report 2022/23

Report of the Head of Network Management

29 - 68

This report highlights the performance, key outcomes and successes achieved in 2022/23 along with some of the challenges going forward.

7. Pavement Parking

Report of the Strategic Director (Neighbourhoods)

69 - 76

Vehicles parking on footways, cycleways and pavements can cause obstruction to people seeking to use those facilities for their intended use of walking and wheeling in the city.

Unmanaged parking on pavements often results in parking practices which are inconsiderate to the needs of those road users and can result in people who need the most assistance in travelling around the city (e.g. young children, the elderly and people with limited mobility and disabilities) being significantly

impacted in going about their daily lives.

8. Overview Report

77 - 98

Report of the Governance and Scrutiny Support Unit

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

Information about the Committee

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

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

The Council wants to consult people as fully as possible before making decisions that affect them. Members of the public do not have a right to speak at meetings but may do so if invited by the Chair. To help facilitate this, the Council encourages anyone who wishes to speak at the meeting to contact the Committee Officer in advance of the meeting by telephone or email, who will then pass on your request to the Chair for consideration. Groups of people will usually be asked to nominate a spokesperson. The Council wants its meetings to be as open as possible but occasionally there will be some confidential business. Brief reasons for confidentiality will be shown on the agenda sheet.

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Smoking is not allowed in Council buildings.

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Further Information

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This agenda was issued on **Friday 29 December 2023** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 2, Town Hall Extension, Manchester M60 2LA.

Economy and Regeneration Scrutiny Committee

Minutes of meeting held on Tuesday, 5 December 2023

Present:

Councillor Johns – in the Chair
 Councillors Abdullatif, Benham, Hussain, Northwood, Richards, I Robinson, Shilton
 Godwin and Taylor

Also present:

Councillor Akbar, Executive Member for Finance and Resources
 Councillor Moran, Deputy Executive Member for Finance and Resources
 Councillor Rawlins, Executive Member for Environment and Transport
 Councillor White, Executive Member for Housing and Development
 Andy Clarke, Manchester Airport
 Chris Woodroofe, Manchester Airport
 Christopher Coleman, Network Rail
 David Hoggarth, Transport for the North
 Simon Elliot, Transport for Greater Manchester
 Paul Galloway, Morgan Sindall
 Mark Hodkinson, Biffa
 Katie Mowat, Biffa

Apologies:

Councillor Iqbal

ERSC/23/52 Minutes

Decision

That the minutes of the meeting held on 7 November 2023 be approved as a correct record.

ERSC/23/53 Manchester Airport

The Committee received a report of the Director of City Centre Growth and Infrastructure which provided an update on the role of Manchester Airport in the economy of the city; the current economic situation of the Airport following the impact of COVID-19; and the next steps in the economic future for the Airport.

Key points and themes within the report included:

- Manchester Airport operational update;
- Economic impact of Manchester Airport;
- Investment in infrastructure;
- Investment in employment, education, and skills;
- Airport City update; and
- Forward look.

Chris Woodroofe, Managing Director of Manchester Airport delivered a short presentation on the Airport, including its operational performance, its economic impact, transformation work, engagement with the local community and apprenticeship opportunities.

Key points and queries that arose from the Committee's discussions included:

- The economic impact and benefits of the Airport on Wythenshawe and to request that, when the Committee received a further report from the Airport, it include a narrative on this;
- Public transport links to the Airport, including a question about Metrolink expansion, and the impact of congestion;
- Public transport connectivity at Airport City;
- The implications of the Transformation Programme by 2025;
- Managing risk related to future changes in the aviation industry due to a move to a net zero future;
- The customer experience and perceptions of this;
- The workforce, including the areas that staff were recruited from, pathways for staff to progress their careers, restrictions on employing staff with a criminal record and whether the post-pandemic recruitment and training issues had been resolved;
- Noting that the Airport had become an accredited Real Living Wage employer, did this apply to procured services as well; and
- The Airport's longer-term financial position.

A Member who was the Chair of the Environment, Climate Change and Neighbourhoods Scrutiny Committee informed Members that her Committee would be receiving a report on Manchester Airport and Aviation Emissions at its meeting on 11 January 2024 and she invited all Members of this Committee to attend.

Chris Woodroofe outlined some of the work taking place with the local community in Wythenshawe, including schools engagement, which prioritised Wythenshawe schools, engagement with the local community and local Ward Councillors and involvement in the multi-agency taskforce for the area. He reported that the people assisted by the Manchester Airport Academy to return to work after a period out of work were from the local community. He offered to provide the Member with further information on the economic benefits of the Airport for Wythenshawe after the meeting. He explained that the Transformation Programme would revolutionise the passenger experience and enable the airport to make full use of its existing runway infrastructure, highlighting the expected increase in passenger numbers, increase in GVA (Gross Value Added) and additional jobs created. He reported that the aviation industry in the UK was committed to net zero carbon emissions by 2050 and was confident of being on track to meet this target, advising that Manchester Airport was a founding member of the Jet Zero Council. He informed Members about plans for sustainable aviation fuel, including proposals to turn the Council's black bin bag waste into jet fuel. He informed Members of the commitment for the Airport itself to be net zero by 2038 and stated that he was confident that this was achievable. He recognised the Member's point about public transport connections to jobs at Airport City and advised that he would look into that issue outside of the meeting.

Andy Clarke, Head of Corporate Affairs at Manchester Airport reported that the Airport shared Members' disappointment about the decision in relation to HS2. He informed Members that the Rail Minister had visited the Airport since the decision was announced and that the Airport was being included as one of the northern leaders engaged with over the future of the network in the north. He advised that, while it was too early to comment on a Metrolink expansion, the Airport was working on a response to the Minister on what it would want to see delivered from the funding package for the northern transport network and he offered to share this information with Members once it was available.

Chris Woodroffe reported that, with increased east-west connectivity, the number of passengers who could travel to the Airport by rail would increase by 50%. In response to a question about congestion, he reported that the Airport's Transformation Programme included investment in the road network around Terminal 2 and that there was a capacity cap on the Airport until additional roadworks were done. He stated that he would welcome a coherent scheme, involving east-west rail, national highways and government investment, to address congestion.

Chris Woodroffe informed Members that the experience of customers at Manchester Airport had improved since the summer of 2022 and that 90% of passengers surveyed now rated their experience as good or better. He reported that the Airport now had a stable workforce which had enabled them to deliver one of their best performances in the summer of 2023. He outlined how Manchester Airports Group was investing in its airports, firstly at Manchester Airport and then at London Stansted, which would benefit the Council as one of the owners. In terms of the longer-term financial position, he reported that the views of the Credit Rating Agency and the over-subscription of the Airport's corporate bond were positive indicators that investors saw the Airport as a good investment. He offered to share with Committee Members the Arup report on Manchester Airport's impact on the wider economy, society and its potential to drive future prosperity across the North. He reported that there were already examples of employees who had built their careers at the Airport but that there was always more to be done on providing pathways for career progression. He informed Members that there were some jobs at the Airport which, for security reasons, had rules around employing people with criminal records but that most criminal records, except for very serious crimes, expired after a certain period and that there were a lot of land-side jobs available at the Airport which these restrictions did not apply to. In response to a question from the Chair, he reported that the Border Force at Manchester Airport had been working well this summer and he cited the benefits of electronic gates in speeding up the process. He clarified that the Airport paid the Border Force to employ additional staff to provide the Fast Track Service, with passengers paying the Airport to use the service. He recognised a comment by the Chair about public transport access to the Visitor Park, stating that he would look into this.

Andy Clarke reported that the Real Living Wage employer status related to partners providing direct services to the Airport, such as the company which had the cleaning contract, but not to, for example, the airlines; however, he stated that the Airport led by example. In response to a question from the Chair about retail and hospitality businesses at the Airport, Chris Woodroffe reported that they were encouraged to

pay the Real Living Wage but the Airport could not force them to do so; however, he advised that, by the Airport paying its cleaners the Real Living Wage, it put pressure on other employers at the Airport to compete with those wage levels.

In response to questions about public transport connectivity, the Executive Member for Environment and Transport reported that the Bee Network, with franchised bus services, would be in place in south Manchester in 2025 and that Members could speak to her about gaps in public transport services. She informed the Committee that the hours of operation for Metrolink services to the Airport was constantly being reviewed. She informed Members that there were already a lot of examples of local residents who had progressed their careers through Manchester Airport and agreed that it was important to consider how this was being communicated to local residents, so that they could see the benefit that the Airport brought to their area.

The Strategic Director (Growth and Development) reported that transport infrastructure, and investment in this infrastructure, were fundamental to Manchester's growth, although there were limits on the ability of partners, including the Airport, Transport for Greater Manchester (TfGM) and the Greater Manchester Combined Authority (GMCA), to affect change. She advised that bus franchising provided an opportunity to influence the transport network and that, following the decision about HS2, the Council and its partners would continue to make the case for investment in the transport infrastructure that was needed for Manchester and the north.

Decisions:

1. To request that the report by Arup be circulated to Committee Members.
2. To request that the Airport's response to the Rail Minister on what it wants to see delivered from the funding package for the northern transport network be circulated to Committee Members, once it is available.
3. To receive a further report on the Airport in the next municipal year.

ERSC/23/54 Rail Update

The Committee received a report of the Director of City Centre Growth and Infrastructure which provided an update on the current position with a number of rail schemes, including high speed and conventional rail, and the resulting impact on the city.

Key points and themes within the report included:

- HS2, Northern Powerhouse Rail and Network North;
- Northern Hub update;
- Manchester & North West Transformation Programme (MNTP) and Manchester Recovery Task Force (MRTF);
- The Transpennine Route Upgrade (TRU);
- Manchester & Salford Central Stations Prospectus;
- Current train service issues and opportunities;

- GM Rail Board update; and
- Priorities for Manchester.

Key points and queries that arose from the Committee's discussions included:

- To express concern at the impact of the decision on HS2 on Manchester, Greater Manchester and the north;
- How much money had been spent working on HS2 over the past 10 years;
- How 'tap-in tap-out' pricing would work, given the complexity of the ticketing options;
- The management of land owned by Network Rail and engagement with the Council and Ward Councillors on this; and
- Concern that, after having its contract renewed, Avanti West Coast had cut its services.

In response to a Member's question, the Director of City Centre Growth and Infrastructure reported that the Government was not required to publish the Equality Impact Assessment in relation to the decision on HS2. She informed the Committee that the Council had spent around £3 million since 2012 on work relating to HS2.

Simon Elliot from Transport for Greater Manchester (TfGM) advised Members that an integrated public transport system, including integrated ticketing, was key to the roll-out of the Bee Network. He acknowledged the challenges of introducing a 'tap-in tap-out' contactless system due to the complexity of rail ticket pricing, informing Members of a pilot on the train route from Glossop and Stalybridge into Manchester by 2025, prior to a multi-modal roll-out across the region. He reported that TfGM shared Members' disappointment regarding the reduction in Avanti West Coast services in December, advising that these were due to planning issues, historical terms and conditions and a backlog in driver training and emphasising the importance of ensuring the reliability of the reduced service. He reported that Andy Burnham, the Mayor of Greater Manchester, had written, through the Rail North Committee, to Avanti stating that the reduced service was not acceptable and seeking assurances that there would not be further reductions in the New Year. He informed the Committee that the Rail North Committee was the body responsible for holding rail companies in the north to account and that the Managing Director of Avanti, Andrew Mellors, had attended a meeting of the Committee and would be providing them with Avanti's full recovery plan for the New Year.

Christopher Coleman from Network Rail advised Members that, if they informed him of the details of the issues relating to Network Rail land, he would work with colleagues to address these concerns. The Executive Member for Environment and Transport offered to work with Network Rail on how Ward Councillors could engage with Network Rail on issues relating to their land, ensuring that they received a consistently good response.

The Chair emphasised the importance of north-south connectivity, as well as east-west connectivity, and expressed concern that the Government did not appear to have a plan for north-south rail beyond using the current West Coast Main Line. He also expressed disappointment at the cancellation of Work Package C's Transport

and Works Act Order (TWAO), relating to improvements at Oxford Road and Piccadilly Stations, and questioned why this decision had been taken.

David Hoggarth from Transport for the North (TfN) reported that, along with other organisations, TfN was trying to get more details on plans in relation to Northern Powerhouse Rail and following the decision on HS2. He highlighted a report which TfN was submitting to its Board meeting the following week, which recommended safeguarding the routes until a clear alternative was put forward and reconfirming its position in relation to the Strategic Transport Plan for the North, publishing this in the next few months. He reported that TfN would be working with all parties, including the Department for Transport as a potential funder, on opportunities for developing and financing the north-south link. He reported that the industry was pushing Network Rail to work to identify a solution to the congestion issues around the Manchester Piccadilly area through to Stockport.

Christopher Coleman from Network Rail reported that the Manchester Recovery Task Force (MRTF) had been formed in 2020 with one of its objectives being to address the capacity issues on the Castlefield Corridor. He advised that it had identified that the issues related to the wider network and had put in place a number of actions to address this, which included a small reduction in the number of services using the Castlefield Corridor in the December 2022 timetable to improve reliability and punctuality. He reported that a second piece of work for the Task Force was a Performance and Capacity Strategy to ensure that the required infrastructure was in place before the timetable was increased and that £72 million of Government funding had been awarded to improve connectivity, reliability and performance in north Manchester. He reported that there was an emerging capacity challenge between Stockport and Manchester Piccadilly and that Network Rail was taking a strategic view of this, testing a number of scenarios to identify improvements that might need to be made and he outlined some of the options being considered. He reported that proposals for Platforms 15 and 16 at Piccadilly Station were being included in this strategic review. He informed Members that the original proposal for additional platforms at Manchester Oxford Road Station would have taken the building work significantly outside the boundary of Network Rail's land and it was determined that it was not a viable option and he advised that an alternative design was being worked on, with partner organisations, which would also address other issues, including accessibility. The Chair expressed concern that there was no real strategy at a national level for delivering these improvements and reported that the wider capacity issues had been due to be addressed through the Northern Hub and other projects.

In response to comments from the Chair, Christopher Coleman from Network Rail reported that decisions on Oxford Road Station were not being taken in isolation and that Network Rail was responsible for preparing strategic advice for the future of the network, which was continually reviewed and updated, including in light of the decision on HS2. In response to a question from the Chair, he reported that discussions were taking place on the right way to communicate and engage with the Council and informed Members that the Council had been offered the opportunity to work with the Manchester & North West Transformation Programme (MNTP) on matters affecting Manchester.

The Chair requested a briefing for City Centre Councillors on the Manchester and Salford Central Stations Prospectus, including the local impact on communities and the Council's response. Christopher Coleman from Network Rail explained the purpose of the Prospectus and how it was being developed with stakeholders. He reported that it would be ready in the New Year and could be shared with Members. The Director of City Centre Growth and Infrastructure reported that she and Christopher Coleman would provide a briefing for the local Ward Councillors in the New Year.

Decisions:

1. To receive a report on the Strategic Rail Plan at an appropriate time.
2. To note that a briefing on the Manchester and Salford Central Stations Prospectus will be arranged for local Ward Councillors in the New Year.

[Councillor Taylor declared a disclosable pecuniary interest as her client, First Group, was referred to in the report and she left the room for this item.]

[Councillor Johns declared a personal interest due to writing and speaking on the subject of rail.]

ERSC/23/55 Information on the economic impacts of Social Value

The Committee received a report of the Director of Inclusive Economy which provided an update on social value and provided examples of the social value opportunities generated as a direct result of Manchester City Council's procurement policy.

Key points and themes within the report included:

- Background information;
- Achievements so far and economic impacts, including Social Value delivered by suppliers to the Council through different contracts; and
- Current focus and next steps.

Paul Galloway from Morgan Sindall, the construction company which built Gorton Hub, outlined the Social Value activities his organisation had undertaken, including job creation, education activities, work with local unemployed people, community initiatives and work to reduce waste and carbon emissions.

Katie Mowat from Biffa delivered a presentation about Biffa's Social Value activities, including school engagement and community events, as well as colleague engagement and plans and priorities for 2024.

Key points and queries that arose from the Committee's discussions included:

- To recognise the importance of Social Value and to thank the companies for fully engaging with it;
- How Councillors could support the effective use of Social Value in their wards;

- Monitoring to ensure companies met the Social Value elements of their contract;
- Whether homeless families could be added as one of the targeted priority groups;
- The variations in how well companies delivered Social Value activities and using learning to improve the use of Social Value and capturing and sharing good practice; and
- Was data available on the extent to which the targeted priority groups were being reached.

The Deputy Executive Member for Finance and Resources informed the Committee that there was support from Ward Councillors on Social Value but that this involvement could be improved and she would give further consideration to how local Members could be better communicated with and engaged in this work, advising that Ward Councillors understood local needs. She informed Members about work taking place to gather case studies on Social Value and then communicate this work to external audiences and also to Members, so that they could see examples of best practice and use this as inspiration for identifying Social Value activities for their ward. She informed Members that a Social Value Co-ordinator had recently been recruited who would work across all Directorates and have an overview of work taking place across the Council.

In response to a Member's question about ensuring that the Social Value opportunities relating to Wythenshawe Civic Centre were maximised, the Director of Inclusive Growth reported that Social Value was a built-in consideration in the procurement process for the development. She outlined some of the investment into the area and reported that the approach to Social Value in Wythenshawe would be similar to, and take learning from, the approach in north Manchester. She informed Members that Social Value was built into contracts and monitoring this was part of the contract management arrangements. She reported that the Social Value Policy had been refreshed by Executive in March 2021, including amending the priority groups. She reported that some young people who had experienced homelessness would be covered under the other priority groups and that some companies had undertaken Social Value work relating to homelessness. The Executive Member for Finance and Resources offered to discuss reviewing the targeted priority groups with the Member who had raised this issue.

The Strategic Lead (Commissioning) reported that, for the Town Hall Project, there were financial consequences for companies if they did not deliver on the Social Value element of their contract; however, the first step if the Social Value element of a contract was not being delivered was normally to discuss this with the company concerned.

The Head of Integrated Commissioning and Procurement reported that there had been significant work in recent years to improve the Council's contract management and that the new system which would be in place soon would provide better data to support this work.

In response to a question on the Real Living Wage, the Strategic Lead (Commissioning) reported that this was a standard question on all procurements, as

well as whether the organisation was a member of the Greater Manchester Good Employment Charter, or could demonstrate that it met the different aspects of the Charter. He reported that there were challenges with gathering data on the extent to which targeted priority groups were being reached by Social Value activities but that working with Voluntary, Community and Social Enterprise (VCSE) organisations could help with this. In response to a Member's question on small and medium-sized enterprises (SMEs), he explained that, for larger-scale procurement, the Council was legally not allowed to differentiate between bidders, although they could support smaller organisations through training on how to bid for public sector contracts; however, smaller value procurements could be reserved for particular sectors, such as SMEs or VCSE organisations.

Decision:

To recommend that, when the Social Value Framework is next reviewed, children and families who have experienced homelessness be added as a priority group.

ERSC/23/56 Evaluation of the Moss Side, Moston and Old Moat Selective Licensing Areas

ERSC/23/57 Proposal for the Next Phase of Selective Licensing

The Committee received a report of the Director of Development and the Strategic Director (Neighbourhoods) which provided the outcomes of the evaluation of the Moss Side, Moston and Old Moat Selective Licensing pilot areas.

Key points and themes within the report included:

- Implementation of the Scheme;
- Housing Compliance and Enforcement;
- Housing-related requests;
- Waste management and fly tipping;
- Victim-based crime, antisocial behaviour and domestic noise incidents;
- Deprivation and the housing market impact;
- Feedback from Neighbourhoods Teams and case studies;
- Communication and engagement; and
- Lessons learned and issues to consider.

The Committee also received a report of the Strategic Director (Growth and Development) and the Strategic Director (Neighbourhoods) which identified nine potential areas across six wards that were experiencing issues which met the criteria to justify a Selective Licensing designation in the area. Officers were seeking approval to undertake a consultation exercise to establish whether the declaration of a Selective Licensing scheme was required within the identified areas.

Key points and themes within the report included:

- Process for identifying areas which would benefit from Selective Licensing;
- Neighbourhood and Enforcement Teams engagement;
- Local Member engagement;

- Proposed Phase 4 Selective Licensing Areas – Criteria; and
- Introducing Phase 4 of Selective Licensing - Consultation Plan.

Key points and queries that arose from the Committee's discussions included:

- Noting that the evaluation of the Moss Side, Moston and Old Moat Selective Licensing areas had found that excess cold was the most common serious issue and discussing the reasons for this;
- To welcome the level of data that had been gathered and to ask whether qualitative data from tenants had been gathered; and
- How decisions were made on the final list for the next phase from the original longlist.

In response to a Member's question, the Executive Member for Housing and Development reported that at present the Council could have 20% of the city's Private Rented Sector (PRS) licensed and that this sector represented approximately 40% of housing stock in the city. He informed Members that, as part of the Devolution Trailblazer deals, some of these housing decisions would be devolved from the Secretary of State to the Mayor of Greater Manchester and that discussions were taking place with the Greater Manchester Combined Authority (GMCA) about future implications.

The Compliance and Enforcement Specialist reported that the energy crisis and cost-of-living crisis had contributed to the increase in excess cold issues. She reported that qualitative feedback from residents had been obtained via residents' groups and residents' forums. In response to a further question about the feedback received, she reported that this had been mixed. She advised that some residents understood what Selective Licensing was, engaged with it and found it a positive experience; however, she reported that there was a need to manage expectations of some residents and also to raise awareness of the scheme, particularly as there was a turnover of residents during the time of the scheme. She informed Members that the Council now had an Engagement Officer to work with residents' group and landlords and to promote the schemes.

The Executive Member for Housing and Development reported that lessons learnt about resident engagement would be taken forward. In response to a Member's question, he stated that the consultation exercise regarding the introduction of Selective Licensing in an area made everyone in the area aware of it and that local knowledge was used to identify properties which should be licensed but were not.

The Housing Strategy Project Manager reported that areas had been ranked against the Selective Licensing criteria to arrive at a manageable list of areas which were the ones which would most benefit from Selective Licensing in the next phase. He advised that Neighbourhood Teams had also been engaged with as part of the decision-making and consideration given to whether other ways of addressing issues had already been pursued.

The Executive Member for Housing and Development reported that the proportion of PRS housing in an area was another factor taken into account, noting that this, and other factors, could change over time and that areas which had not been selected

this time would be considered again in future. He recognised a Member's comments about tackling issues relating to flats above shops, through both Selective Licensing and other interventions.

Decisions:

1. To note the findings of the evaluation of the Moss Side, Moston and Old Moat Selective Licensing Areas.
2. To commend the nine areas across six wards detailed in Maps 1 to 9 (Appendix 1) to the Executive as the Phase 4 Selective Licensing areas.
3. To commend the consultation plan outlined in Section 7 of this report to the Executive.

[Councillor Richards declared a personal and prejudicial interest as she had been involved in the decision-making on Selective Licensing during her time as an Executive Member and she left the room for this item.]

ERSC/23/58 Overview Report

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

Decision:

That the Committee note the report and agree the work programme.

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**Manchester City Council
Report for Information**

Report to: Economy and Regeneration Scrutiny Committee – 9 January 2024

Subject: Highway Services – Road Safety

Report of: Strategic Director – Neighbourhoods

Summary

Road safety improvements are important to the city, the report sets out the Council's approach to Road Safety, both looking back over the previous year, but also looking forward to priorities as we move into 2023/24.

Recommendations

The Committee is asked to note the road safety work being planned.

Wards Affected: All

<p>Environmental Impact Assessment - the impact of the issues addressed in this report on achieving the zero-carbon target for the city</p>	<p>The road safety improvements detailed in this report support the Council's zero-carbon ambitions by creating safer routes for children to walk or cycle to school. The introduction of school streets, lower speed limits and pedestrian crossings for example all encourage parents to allow their children to walk or cycle to school rather than using less sustainable transport options.</p>
<p>Equality, Diversity and Inclusion - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments</p>	<p>None of the issues addressed in this report have an impact on our Public Sector Equality Duty and broader equality commitments.</p>

Manchester Strategy outcomes	Summary of how this report aligns to the OMS/Contribution to the Strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	A safe highway infrastructure will encourage business growth, creating jobs and opportunities.
A highly skilled city: world class and home-grown talent sustaining the city's economic success	Delivery of these schemes through our supply chain puts an emphasis on social value through which local employment opportunities are created.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Creating safer roads makes a positive contribution to this area of the strategy. The potential of our communities can be hindered with highways that are not fit for purpose
A liveable and low carbon city: a destination of choice to live, visit, work	Safe and improved highways will encourage people to visit, live and work within the city and much of the capital investment into highways supports active travel choices
A connected city: world class infrastructure and connectivity to drive growth	Road safety interventions are a key area of investment in the highways infrastructure to support our world class ambition.

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

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

Delivery of the commitments and policy objectives of the Strategy may have revenue consequences for the Council, which will be assessed through the submission of business cases for individual schemes and projects.

Financial Consequences – Capital

Delivery of the Strategy's objectives will require capital funding from internal and external funding sources, which will be assessed through the submission of business cases for individual schemes and projects. The Strategy assists in preparing business cases and bids to secure this funding. External funding sources include the City Regional Sustainable Transport Settlement and Active Travel Fund.

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Background documents (available for public inspection):

None

1.0 Introduction

- 1.1 In the 2022 the National Highways & Transport (NHT) customer satisfaction survey, the most important area of service identified by Manchester's residents was Safer Roads. It was also the second most popular service identified as needing more financial investment (behind road condition).
- 1.2 The table below highlights that collisions in the city are broadly following the Greater Manchester (GM) trends. There was a reduction in Killed & Serious Injury collisions (KSI) in 2019, and this statistic continues to fall in 2020. Unfortunately, however, a substantial rise was recorded in 2021 with similar levels in 2022. It can be assumed that this reflects the increase in traffic volume on the network following the Covid pandemic.

Year	Manchester		Greater Manchester	
	Killed or Seriously Injured	All collisions	Killed or Seriously Injured	All collisions
2016	148	921	678	3995
2017	189	1377	788	5437
2018	188	1339	748	5026
2019	137	1206	683	4892
2020	110	735	512	3198
2021	177	719	749	3002
2022*	140	589	664	2356

*Jan-Nov

2.0 Examples of previous Road Safety Projects

- 2.1 Working with TfGM, funding was secured through the Governments Integrated Transport Block to deliver a package of Road Safety schemes in 22/23 (Approx £1.6m). This proposal focused on those locations where there was a high incidence of collision occurrence and allocated circa £500k to the delivery of two schemes at Bury Old Road/George Street North in Cheetham ward and Oldham Road/Ten Acres Lanes to the Gateway in Miles Platting & Newton Heath ward. Both schemes are currently at concept/outline stage.
- 2.2 A further round of funding (Approx £1.6m) was secured for 23/24 and members will shortly be engaged on these proposals. This programme is again, very much focussed on reducing the number of accidents across the city.
- 2.3 It is estimated that an additional £10m of capital funding is needed over the next 5 years to continue this programme, and we have asked that TfGM continue to support and secure this important funding stream.
- 2.4 £6.125M has been invested outside schools to improve Road Safety by implementing an initial improvement programme to upgrade crossing points adjacent to 80 schools followed by a supplementary programme to implement other improvement features adjacent to 37 schools across the city.

3.0 City Wide Speed Limit Reductions

- 3.1 Highway Services are currently working on a scheme to reduce all 40 and 50 miles-per-hour speed limits in Manchester to 30 miles-per-hour.
- 3.2 We are proposing to reduce the speed limit from 40mph to 30mph on twelve roads across the city to improve road safety and reduce the severity and number of collisions across the city. The proposed change will also help to improve air quality and traffic flow. The proposals are currently moving through the legal and statutory Traffic Regulation Order approval process. Proposals are planned to be in place during 2024.
- 3.3 The Council remain committed to *“Reduce the default speed limit in the city to 20mph.”* The speed limit in over 50% of our residential areas has already been reduced to 20mph, and the implementation of those remaining roads will be delivered through a combination of wider schemes and a rolling programme of new Traffic Regulation Orders. This is in line with the priority of reduced speed limits declared recently by the Mayor of Greater Manchester.
- 3.4 All speed limit changes will be subject to community and stakeholder consultation and there is a thorough legal / statutory process that must be followed.

4.0 School Streets Schemes

- 4.1 During the academic year 2022/23, seven primary schools took part in a pilot scheme to implement a ‘School Street’. A School Street is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. They are still open to pedestrians and cyclists and to key vehicles that require access to the school building. The schools do try and schedule all deliveries and visits (by vehicle) outside of the peak times. The pilot funding paid for Experimental Traffic Regulation Orders, training for volunteer marshals and materials.
- 4.2 The schools are Brookburn Primary in Chorlton; Manley Park Primary and Our Lady’s RC Primary in Whalley Range; St Paul’s C of E Primary in Withington; Manchester Communications Academy Primary and St Augustine’s C of E Primary in Harpurhey and St James’ C of E Primary in Rusholme.
- 4.3 The aim of the School Streets scheme is to help create a safe, pleasant, child-friendly environment, whilst ensuring residents, local businesses and blue badge holders can still maintain access to the streets.
- 4.4 We are in the process of finalising an evaluation of the pilot with participating schools. All seven schools have continued operation of their School Street in the 2023/24 academic year. Due to the regulatory options open to local authorities outside London at the time of implementation, it has been necessary to use temporary barriers placed and monitored by volunteer marshals to operate the traffic restrictions. This can place a heavy burden on volunteers and school staff. MATSIP sets the ambition to create a School

Street in every ward by 2028 and recognises the 'volunteer led' approach is unlikely to be sustainable or scalable in the long term.

4.5 Highway Services are currently working on a number of connected workstreams that will help support roll out of new School Street schemes, plus more efficient enforcement of this type of scheme. This work includes:

- Webpages that provide information on what a School Street is, how it is enforced and how to apply for a new scheme.
- A scheme prioritisation process.
- How to enforce restrictions with both mobile and static cameras.
- How to invest income generated back into the provision of new schemes.

4.6 A key aim for the city is to utilise new powers of enforcement when enforcing 'School Streets'. In July 2023, the Council was granted powers under the Civil Enforcement of Moving Traffic Contraventions Designation Order 2023, to enforce moving traffic offences (MTO) under Schedule 8 of the Traffic Management Act (TMA) 2004. This means we can use Automatic Number Plate Recognition (ANPR) cameras to enforce moving traffic offences. This includes enforcement of Schools Streets.

4.7 Officers are currently working through the details of implementing permanent traffic orders at the 'School Streets' sites. Each site will need a new Traffic Regulation Order promoting to give the legal backing for camera enforcement. This process can take up to 18 months and it will include several public consultation phases where the local community can provide comments, concerns and recommendations. We are hoping to take this forward early in 2024.

4.8 All school streets are subject to community and stakeholder consultation and there is a thorough legal / statutory process that must be followed.

5.0 Controlled Pedestrian Crossings - (Assessment of New Requests)

5.1 Each year, Highway Services receive around 20-25 requests for new pedestrian crossing facilities. This will often include requests for upgrading an existing uncontrolled facility (with no push button activation) to a controlled facility (with a push button – green/red person).

5.2 As with any 'road safety support request' the provision of a pedestrian crossing would be assessed against other requests (traffic calming / resident parking / yellow lines) using an assessment process (and an assessment matrix). This assessment process contains an initial sensibility check, technical assessments, utilises Royal Society for the Prevention of Accidents (ROSPA) techniques / principles and contains neighbourhood principles as previously agreed across the council.

5.3 Once an assessment is made and a provisional cost provided, the request will be ranked against other projects and added to a draft programme of works (Highways Minor Works / Road Safety programme). That programme of works would then await funding. We would also reference this list when private

developments take place across the city. We will often try and fund local road safety needs within larger developments to support local needs.

- 5.4 Over the past 5 years, through various funding streams and programmes of work, approximately 51 new pedestrian crossings have been implemented across the city. Delivery of these schemes has come from areas such as the school improvements programme and Active Travel type schemes connected to walking and cycle infrastructure improvement schemes.

6.0 Controlled Pedestrian Crossings – (New Developments)

- 6.1 When the MCC Planning Team receive an application for a new larger development (such as a school, hotel, place of education, housing development etc), drawings and reports are submitted to the MCC Development Control Team (Highways). Various assessments will then take place and if (as the Highway Authority) Highways believe that a new development causes significant additional traffic / pedestrian movements, often the recommended solution (problem mitigation) is a request for the developer to provide a new controlled crossing.
- 6.2 Subject to negotiation and agreement, a new pedestrian crossing would be delivered by the developer before that scheme goes live. New crossings installed as part of development schemes this year include Wilmslow Road & Cotton Lane, Nell Lane (just East of Highmarsh Cres junction), Kirkmanshulme Lane, Chester St / Cambridge St and Hyde Road.

7.0 Cycle Training – (Schools)

- 7.1 Manchester City Council work in partnership with 'Bike Right' to offer our school pupils high-quality bicycle training and bike maintenance courses. These courses are aimed at groups and individuals, children and adults.

We offer:

- Group cycling training packages for schools and organisations
- Pre-pedal teaching early years children how to ride
- Taster sessions
- One-to-one sessions
- Bicycle training for adults
- Courses for absolute beginners through to more experienced cyclists
- Instructor training
- Bike maintenance courses

- 7.2 Over the last 2 years, Manchester have offered support and training to over 2,500 children across the city. This has helped to build confidence when riding, encouraging young people and parents to choose greener, healthier modes of transport. This has helped to reduce the amount of motor vehicles around our schools at peak times. Improving safety, health and air quality.

8.0 Vision Zero

- 8.1 The Active Travel Commissioner for Greater Manchester, has unveiled the city region’s commitment to achieving ‘Vision Zero,’ a comprehensive plan to eliminate road deaths and serious injuries. In 2021, 858 people had been killed or seriously injured in collisions on Greater Manchester’s roads. TfGM presented a report to this committee on this subject a few months ago.
- 8.2 By taking decisive action, it is estimated that around 3,800 unnecessary fatalities and severe injuries could be prevented by 2040. The Active Travel Commissioner, Transport Commissioner and other stakeholders, announced the initiation of a programme to develop Greater Manchester’s Vision Zero approach. A road danger reduction specialist has been commissioned to formulate the strategy, with a draft expected early in 2024.
- 8.3 The strategy will involve engaging with key stakeholders, including the Greater Manchester Police and emergency services, and seeking public input through consultations in 2024. Adoption of the strategy will be subject to agreement with the Greater Manchester Combined Authority (GMCA).

9.0 School Crossings and Park Entrances Audit

- 9.1 The MATSIP (Manchester Active Travel Strategy) reiterates a commitment made in a motion approved by full Council in March 2022, which included a commitment to: *“Develop a programme of auditing school and park entrance points, to be completed within the next eighteen months, to ensure our records for these are up to date with a mechanism for regularly updating this.”*
- 9.2 This audit has now been completed by MCC Highways, covering an assessment of 205 schools and 173 parks, some with multiple entrances. Officers are working through the results and work is ongoing to prioritise and create a pipeline of interventions for which to seek funding for improvements.

10.0 Enforcement of Moving Traffic Offences

- 10.1 In July 2023, the Council was granted powers under the Civil Enforcement of Moving Traffic Contraventions Designation Order 2023, to enforce moving traffic offences (MTO) under Schedule 8 of the Traffic Management Act (TMA) 2004. This means we can use Automatic Number Plate Recognition (ANPR) cameras to enforce moving traffic offences such as:
- Yellow Box Markings
 - Banned Left / Right Turns
 - One Way Streets
- 10.2 There are currently 7 sites, and we are currently enforcing one of these (the remaining 6 will go-live over the next 3 to 4 months). These 7 sites were selected as high-risk locations where offences are regularly committed.
- 10.3 While we monitor and assess the initial 7 sites, we are working on the next steps / phases of the process. This will include setting up a clear, informative web presence, where all road users can find information on Moving Traffic

Offences. There will also be information showing how the public can apply for new sites to be considered in future phases.

- 10.4 Going forward, to help us plan future sites and phases, we are developing a new process for the assessment and prioritisation of new sites.
- 10.5 A key aim for the city is to utilise these new powers when enforcing 'School Streets'. Currently, the city has several new Schools Streets' where roads around a school are closed to vehicles during peak times. These schemes are currently manned by volunteers who help to set up signs / cones to discourage motorists from entering these 'School Zones'. Going forward we would like to look at further site development, bringing camera enforcement to each site.

11.0 Disabled Access Improvements

- 11.1 Historically, the city has delivered programmes of dropped crossings to help access for mobility impaired people, but this has been dependent on identified funding.
- 11.2 To help with the council's equality objectives and our active travel priorities, we propose to collate and implement a series of infrastructure improvements across the city.
- 11.3 Street furniture tends to accumulate in locations over time and can make a street look cluttered and untidy. Over the next 5 years we propose to invest in the decluttering of our highway footways.
- 11.4 De-cluttering will make it easier for pedestrians to get around (especially those with personal mobility issues or those with prams/buggies) as well as creating a more pleasing environment. This work can also improve safety and security for vulnerable people, for example lone women, by reviewing levels of lighting and opening enclosed areas.

12.0 Enforcement activities undertaken around schools including GMP (Greater Manchester Police)

- 12.1 One of the key priorities for the Council's Parking Service is to ensure that parking enforcement is carried out at schools. This approach ensures that our children's safety is paramount, and that any potentially dangerous parking is dealt with, at the same time educating motorists. Over the last 12 months 831 Penalty Charge Notices were issued for vehicles parked on School Keep Clear Markings.
- 12.2 Civil Enforcement Officers (CEO) both on foot patrol, on cycles, on mopeds and using Automatic Number Plate Recognition (ANPR) vehicles, enforce outside schools daily, throughout the school term. Any vehicle parked illegally is liable to receive a £70.00 Penalty Charge Notice (PCN).
- 12.3 Schools are assessed each Term based on several factors, including a defined RAG rating to determine deployment for the next school term. This results in a 'Hot Spot' list of schools, which ensures that CEO's are deployed to at least 10 schools each day with the greatest need, and where parking has

been identified as creating a potential danger to road users, including school children.

13.0 Road Safety Strategy Document

- 13.1 Making Manchester's roads safer for all users is an important part of the Council's role as local Highway Authority. Great Britain has one of the leading road safety records in the world, and the Council wishes to continue to play its part by producing a new 'Road Safety Strategy Document' that covers the next 5-years. This strategy will set out how we will create a safer road network and reduce the number of casualties.
- 13.2 Road traffic collisions can result in significant pain, grief, and trauma to all those involved. They can also bear a large economic cost to the public purse and can result in severe congestion on the surrounding road network. Therefore, striving for the delivery of a safer road network is essential to providing Manchester's residents and visitors with the opportunities to access the services and facilities they need to enjoy a good quality of life.
- 13.3 The strategy will build upon and update previous strategies developed alongside preceding Local Transport Plans, by seeking continued improvements to road safety in the City and in keeping casualty numbers low. This will be by no means easy given the present financial pressures and its resultant impact in having to make difficult decisions regarding future work programmes; however, the Council cannot afford to be complacent, and it is imperative that its road safety successes of the past are sustained over forthcoming years. The strategy will be a key document in guiding the delivery of road safety aspects of the Council's local transport goals, and key transport policies. It will help to support the delivery of an effective and safer local transport network that provides people with increased travel choices.

14.0 Speed Cameras / Red Light Cameras - (Assessment of New Requests)

- 14.1 Each year, Highway Services receive around 30-50 requests for new 'Speed Cameras / Red Light Cameras'.
- 14.2 Before a Speed Camera can be added to the list of potential road safety schemes, a complex business case and detailed analysis will need to be carried out. Many factors would need to be assessed before a location can be approved.
- 14.3 Across Manchester, speed cameras are approved and implemented by the GM Camera Partnership. While Manchester City Council are responsible for carrying out the initial analysis / assessments and for funding the capital costs (approx.' £50K). The Camera Partnership will work closely with the Local Authority and GMP to ensure that each location has been carefully assessed in line with Department for Transport guidance.

14.4 Once a camera has been approved, all income generated through fines is directed to the Home Office, or TfGM, if an education course is offered to the offender.

14.5 Due to the significant costs of providing a 'Speed Camera / Red Light Camera' (approx. £75K), the provision of a feature will need to be assessed and prioritised against other general requests for road safety schemes such as traffic calming / resident parking / yellow lines. The assessment process contains an initial sensibility check, technical assessments, utilises Royal Society for the Prevention of Accidents (ROSPA) techniques / principles.

15.0 Rights of Way Improvement Plan – (Linked to Active Travel Opportunities)

15.1 To reduce traffic on our roads and support the Active Travel choices of local people, the Council has a duty to provide safe, alternative routes. A key part of this is the councils 'Rights of Way Improvement Plan' (ROWIP). This document explains how improvements made by the local authority to the public rights of way network will provide a better experience for the following users:

- walkers
- cyclists
- horse riders
- horse and carriage drivers
- people with mobility problems
- people using motorised vehicles, for example, motorbikes.

15.2 The next steps are to survey the recorded public rights of way and amend the definitive routes accordingly, as well as recording their condition, signage present, gates etc. and any access issues.

15.3 Approximately £2m funding is needed over the next 5 years to collect this information and carry out required improvements to the network.

16.0 Road Safety Week

16.1 Road Safety Week is an annual national campaign that seeks to highlight and educate road users on the various ways that we can all be safe on our roads. The national theme of this year's campaign was "Let's Talk About Speed" and this ran between the 20th and 25th of November. The approach of the Council was to highlight different themes on each of the five days throughout road safety week to focus on five road safety related themes. The themes were as follows:

- Day 1, World Children's Day
- Day 2, Sustainability
- Day 3, Cycling and Walking
- Day 4, "Let's Talk About Speed"
- Day 5, Vehicle and driver Safety

- 16.2 For each of these five days numerous events and activities relevant to the above themes were ran across the city, this included.
- 30 Road safety theatre workshops
 - 12 Bicycle maintenance session
 - An in-car safety check event
 - 71 targeted parking patrols at schools
 - School Street Closures
 - Speed tool kits including road safety promotional materials provided to 26 schools across the city
 - 10 Days of action in partnership with Neighbourhood teams
 - and roadside safety checks with Greater Manchester Police and the Vehicle Standards Agency
- 16.3 The events and activities of road safety week were captured and shared on the Council's website and social media platforms.
- 16.4 We consider this week of events as a big success. Children, parents, carers, residents, and business all got involved in the activities, which included, talking and sharing ideas and suggestions with MCC officers and GMP.
- 16.5 While we consider this as a complete success, we do want this event to grow and improve further. The team is working hard behind the scenes to bring in different Services, partners and outside organisations. We expect 2024 to include new ideas, hopefully bringing technology further into the planned events. We feel that if we want to engage children quicker and on a wider scale, we should have forms of technical interaction alongside the more physical, face to face events.

17.0 Road Safety Tool Kits for Schools

- 17.1 Following the success of the Road Safety Week, the Highways Team are looking at the creation of road safety 'goodie bags' for younger children. This will include fun stickers for bikes (reflectorised), reflectorised bands for children to wear on their coats to be seen on dark mornings and evenings. Leaflets containing links to road safety webpages and fun road safety learning tasks. We are currently linking in with TfGM and other GM Authorities on joint ideas.
- 17.2 This element just goes a short way in helping encourage children and adults to walk and cycle to school and work. When we link these 'goodie bags' to the regular cycle training MCC offer to schools, we hope to have a real impact on getting both children and adults out of the car and doing more healthy forms of travel.

18.0 Recommendations

- 18.1 The recommendations are noted at the front of the report.

**Manchester City Council
Report for Information**

Report to: Economy and Regeneration Scrutiny Committee – 9 January 2024

Subject: Highways Condition of the City Annual Report 2022/23

Report of: Highways - Head of Network Management

Summary

Manchester’s highway network includes over 1,350 km of road length, 2,600 km of footway length and over 350 bridges and structures. Based on the latest valuations, the total highway asset has an indicative gross replacement value of over £3 billion, making it one of the Council’s most valuable assets. There is a statutory duty, in the Highways Act, to keep a highway in good repair.

The Highways state of the city report highlights the performance, key outcomes, and successes that we have achieved in 2022/23 along with some of the challenges that we will face going forward.

Recommendations

Members are recommended to comment on the content of the report and included proposals.

Wards Affected: All

Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Transport plays a vital role in Manchester’s economic vitality. Regeneration aspirations will rely on effective transport links to enable employees and visitors to access new homes and workplaces, and for the business in and around our city to grow.
A highly skilled city: world class and home-grown talent sustaining the city’s economic success	By continuing to specify social value requirements in all our highway projects we are ensuring that we get extra value for Manchester’s residents, including training, apprenticeships, and work placements for local people.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Providing infrastructure access for all to employment, education, healthcare, leisure and social opportunities enables people to make the most of life, supporting stronger communities.

A liveable and low carbon city: a destination of choice to live, visit, work	We'll encourage walking, cycling and public transport with more investment in the infrastructure needed and harness technology to improve sustainability, reduce our carbon footprint and increase climate resilience.
A connected city: world class infrastructure and connectivity to drive growth	An integrated, smart, well maintained transport network will reflect the city's changing shape and the way people move around. We'll have more cycling and walking, with the improved infrastructure and signage needed. The city will be at the centre of first-class networks – locally, regionally, nationally and internationally.

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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.

- Highways Asset Management Policy & Strategy – June 2022.
- Our Manchester Strategy – Forward to 2025, Executive (March 2021). Report 2022/23

1.0 Introduction

- 1.1 This report gives an update on the substantial works completed and progress achieved by the Highways service and provides an overview of methods of communication to ensure ongoing engagement with residents and members, as well as the performance of the service during 2022/23.
- 1.2 The Highways service is part of the Neighbourhoods Directorate which has facilitated opportunities and improved connections to support working at a ward and neighbourhood level for example in terms of consultation, communication, and engagement.
- 1.3 The service has a clear and recognised vision, which is to manage, maintain and improve the highway and public spaces network for the current and future needs of our residents. This vision is aligned to the relevant elements of the Our Manchester Strategy and the Corporate Plan about improving connections and neighbourhoods.
- 1.4 This report also forms, in part, our response to the Government's national approach through the Department for Transport (DfT), in that local authorities adopt a highway asset management approach to managing its highway infrastructure.
- 1.5 The Council's Highways Asset Management Policy and Strategy were first reviewed by the Economy Scrutiny Committee, and subsequently approved by Executive in December 2015. These documents are regularly updated and are available on the Council's website:

https://www.manchester.gov.uk/downloads/download/6380/highways_asset_management

2.0 Investing in our City

- 2.1 As part of the Council's 2017/18 budget process the decision was made to invest £80m over 5 years in improving the condition of the network. This expenditure represented a step change in the level of investment by the Council to improve the condition of our highway network.



- 2.2 We also received approval for an additional £16.1m of capital funding for 2022/23 (Year 6) and £17.5m in 2023/24 (year 7) to sustain the improvements made.
- 2.3 This total investment includes annual maintenance funding from government, which is now delivered to us via the City Regions Sustainable Transport Scheme (CRSTS) grant awarded to Greater Manchester Combined Authority (GMCA).
- 2.4 The investment over the last few years has made a significant difference in ensuring we are able to adopt a maintenance strategy based on the longer-term view and consider the whole life cycle planning of assets. In particular:
- Highway Maintenance – adoption of a ‘prevention is better than cure’ approach to carriageways and footways.
 - Drainage – improving the resilience of the network by improving the accuracy of our asset records and gaining a better understanding of risk from flooding; and
 - Street Lighting – sustainability for the future by reducing our carbon footprint and elimination of the need for regular bulk lamp replacement.
- 2.5 The investment has also assisted in the delivery of the ‘Our Manchester’ strategy priorities by helping to make Manchester a great place to live, with increased opportunities for walking and cycling which also aligns with objectives set out in the Greater Manchester 2040 Transport Strategy.
- 2.6 We have drafted a business case showing the benefits of varying levels of highways funding over the next 5 years. If there is no further Council investment after March 2024, we will rely purely on government funding in subsequent years, which is likely to be in the region of £7m per year for maintenance. Given the current levels of our reactive maintenance costs, all this funding would be needed to fulfil our statutory obligation to repair defects

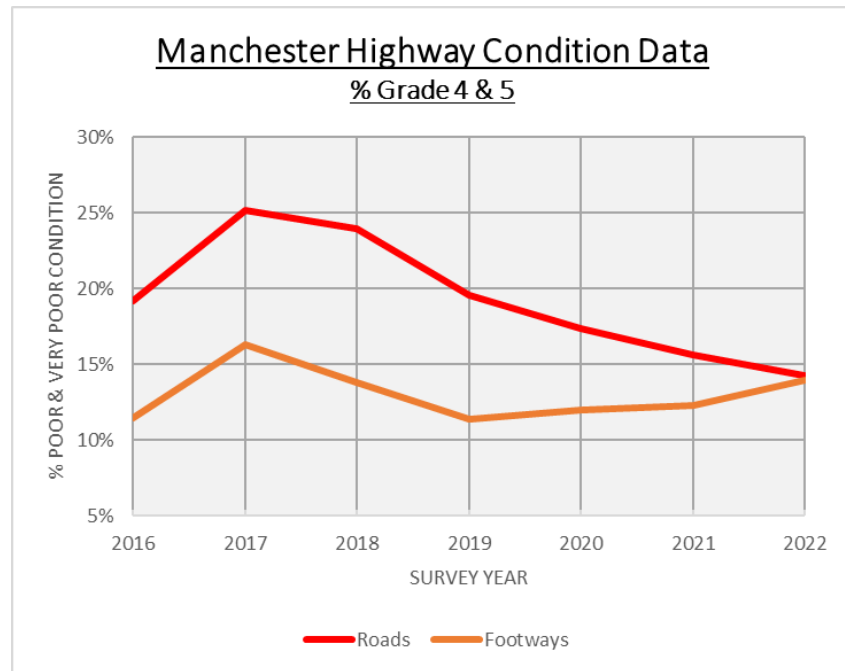
identified as a safety risk for the public, leaving no funding for any planned resurfacing, preventative, or drainage repair schemes.

- 2.7 Since 2018, we have been successful in being awarded £37.2m of bid funding from the Mayor's Challenge Fund (MCF), to improve walking and cycling facilities across the city, as well as success in gaining funding for projects from the National Productivity Investment Grant (NPIF) and Cycle City Ambition Grant (CCAG).
- 2.8 A table showing highways capital expenditure for major projects and programmes in 2022/23 is shown in Appendix 1.

Key Message: Successful bidding for capital funding is essential to enable significant levels of planned maintenance works on our highway infrastructure and maintain its overall condition.

3.0 Key Messages

- 3.1 One of the key elements of this report is to recognise the areas where we have been successful so that we learn from the good practices and use this learning to improve in other areas.
- 3.2 The Major Projects team have successfully delivered a number of schemes funded via the Mayor's Challenge Fund (MCF) to improve walking and cycling facilities across the city. In 2022/23, these included schemes in the Northern Quarter, various sections of the Chorlton cycleway and junctions & crossings at several sites in Harpurhey. The design teams also completed in excess of 100 designs for minor works projects including a junction improvement for Manchester College at Trinity Way/Great Ducie Street, the Beryl Bikes Cycle Hire Scheme, and a parking study for the Ardwick Green area.
- 3.3 The service has successfully delivered the Year 6 capital investment maintenance programme. The carriageway and footway works have been delivered by a supply chain of 7 contractors and the majority of treatments have been carried out through 2 framework contracts.
- 3.4 The investment programme has succeeded in halting the overall decline in the condition of our road and footway network as well as enabling significant improvements to our drainage and other highway infrastructure. The graph below shows the percentage of our roads and footways at grade 4 or grade 5 (poor) condition since 2016; As can be seen in 2022 these percentages have improved to around 14% for both roads and footways.
- 3.5 Most of the investment was targeted at roads, which is why overall footway condition has generally been maintained, but not improved since 2019.
- 3.6 Footways are now being prioritised as part of the 2023 onwards resurfacing programmes along with more local and neighbourhood roads.



4.0 Highways Access Group

- 4.1 The Highways Access Group (HAG) is a multidisciplinary group that was set up in 2020 to ensure that highways projects are accessible to all and incorporate inclusive designs. The work by the HAG continues to gain a wider appreciation of the issues faced by disabled people when using the highway network.
- 4.2 The HAG has also been recognised for their work within the sector by the Chartered Institution of Highways and Transportation (CIHT) at the National Awards in 2022. The HAG won the Equality, Diversity & Inclusion “Initiative of the Year award” ahead of notable opposition from within both public and private sectors.

Social Value

- 4.3 In April 2023, ‘The Highways Social Value Strategy’ was refreshed and the following priorities were identified. During this financial year (2023/24) the Highways service will encourage contractors and their supply chain, to deliver activities that align to the priorities which will assist Manchester to become a fairer, inclusive, and more sustainable city.
- Making Manchester Fairer – Addressing health inequalities
 - Promoting women into construction to provide a diverse workforce.
 - Identifying employment opportunities for hard-to-reach groups (this could include, but not exhaustive to ex-armed forces, homelessness, care leavers, NEETs, disabled people, and ex-offenders)
 - Supporting the Road Safety Programme
 - Supporting community projects in the various wards of Manchester
 - UNICEF ‘Child Friendly’ City Programme

Social Value Headlines

- 4.4 Across the Financial Year of 2022 and 2023, a total of £3,546,555 Social Value has been delivered by the Highways supply chain. The most popular measures include the employment of local residents on a project or framework, suppliers spending locally, support for the voluntary and community sector via donations or staff volunteering and supporting road safety initiatives.
- 4.5 MCC Highways is trialling The Social Value Portal (SVP) to monitor and track the service's Social Value (SV) data. The Social Value Portal is an online solution that allows organisations to measure and manage the contribution that their organisation and supply chain makes to society, according to the principles laid out within the Public Services (Social Value) Act 2012. SVP uses the National TOMs (Themes, Outcomes and Measures), as a framework for delivering excellence in measuring and reporting social value. The TOMs are a set of social value measures designed to maximise impact in five key areas – jobs, growth, social, environment and innovation. Using the National TOMs, MCC can work methodically to measure, track, manage, and improve social value. As a service, Highways are also able to report on the social impact of our schemes at portfolio, framework, and project level.
- 4.6 Social value case studies are included in Appendix 2.

5.0 Highways Access Group

5.1 Highways Investment Programme

In 2022/23 we completed the following planned maintenance work:

- Carriageway Surfacing Programme: **170 sites**, Total Area **202,000 m²**
- Footways: **71 sites**, Total Area **64,000 m²**
- Preventative treatments: **79 sites**, Total Area **134,000 m²**
- Large patching: **26 sites**, Total Area **25,000 m²**
- Small patching (pothole repairs): Reduced the backlog of repairs from over **10,000** down to under **2,000**.





Manchester Road, Chorlton – before and after resurfacing works.

- 5.2 Possibly the most successful element of work has been the reduction of backlog of small patching (potholes) repairs from more than 10,000 to less than 2,000 in 2022/23. The figure is currently (Nov'23) further reduced to around 1,000.
- 5.3 The year 7 (2023/24) resurfacing and footway programmes are on track, with treatment works progressing and scheduled to be completed before the end of the current financial year. Delivery of the preventative programme has unfortunately been pushed back due to contractor availability, so some schemes will carry over into 2024. The programmes comprise:
- Resurfacing schemes = **173** sites
 - Footway schemes = **126** sites
 - Preventative treatments = **135** sites
- 5.4 Inspection and Repairs
- 5.5 Our highway inspectors carry out walked and driven safety inspections across all our adopted highway network at regular frequencies as defined in the Greater Manchester Highway Safety Inspection Framework document and the accompanying MCC Highway Safety Inspection Policy.
- 5.6 Roads and footways with a higher volume of traffic generally have a higher inspection frequency to mitigate safety risks. The frequency of inspections is also governed by other factors, including the proximity to schools, hospitals or, where other more vulnerable users may be more present, as well as condition data, claims & accident data etc.
- 5.7 In 2022/23, our highway inspectors carried out approximately 16,600 safety inspections. As well as planned inspections, we also carry out additional inspections following reports received from members or the public, usually via

our CRM interface, although these may also be received by various other communication methods.

- 5.8 Highway repairs are carried out by either our in-house Highway Maintenance Services team (formerly known as Manchester Contracts), or by contractors procured through our planned maintenance contracts.
- 5.9 Around 9,200 carriageway, cycleway and footway pothole repairs in total were carried out in 2022/23.
- 5.10 Our in-house team target the more specialized defect repairs across the city, including high quality paving, kerb repairs and other non-bituminous works, whilst the other contractors primarily undertake repairs on bituminous roads and footways.



- 5.11 One of the repair techniques used by our contractors is thermal road repairs. This involves heating up the area around a pothole until it is workable, adding a small amount of new material and relaying. Compared to conventional repair techniques, this method is much more carbon friendly, producing around 0.4t of CO₂ per shift, compared with around 2.4t of CO₂ with traditional repair methods. This has led to calculated savings in CO₂ emissions of 1,840 tonnes in 2022/23:

Month	Total shifts completed	Thermal Road Repairs		Traditional methods	
		Total CO2 per shift (t)	Total CO2 (t)	Total CO2 per shift (t)	Total CO2 (t)
Apr-22	80	0.4	32	2.4	192
May-22	80	0.4	32	2.4	192
Jun-22	80	0.4	32	2.4	192
Jul-22	80	0.4	32	2.4	192
Aug-22	80	0.4	32	2.4	192
Sep-22	80	0.4	32	2.4	192
Oct-22	80	0.4	32	2.4	192
Nov-22	80	0.4	32	2.4	192
Dec-22	60	0.4	24	2.4	144
Jan-23	60	0.4	24	2.4	144
Feb-23	80	0.4	32	2.4	192
Mar-23	80	0.4	32	2.4	192
		TOTAL CO2 (t):	368	TOTAL CO2 (t):	2208

6.0 Street Works

- 6.1 We employ a team of street works inspectors who are responsible for routine and sample inspections of utility works and other highway licensed works.
- 6.2 The table below shows the results of sample inspections carried out in 2022/23 and where failures resulted in fines being issued to utility companies:

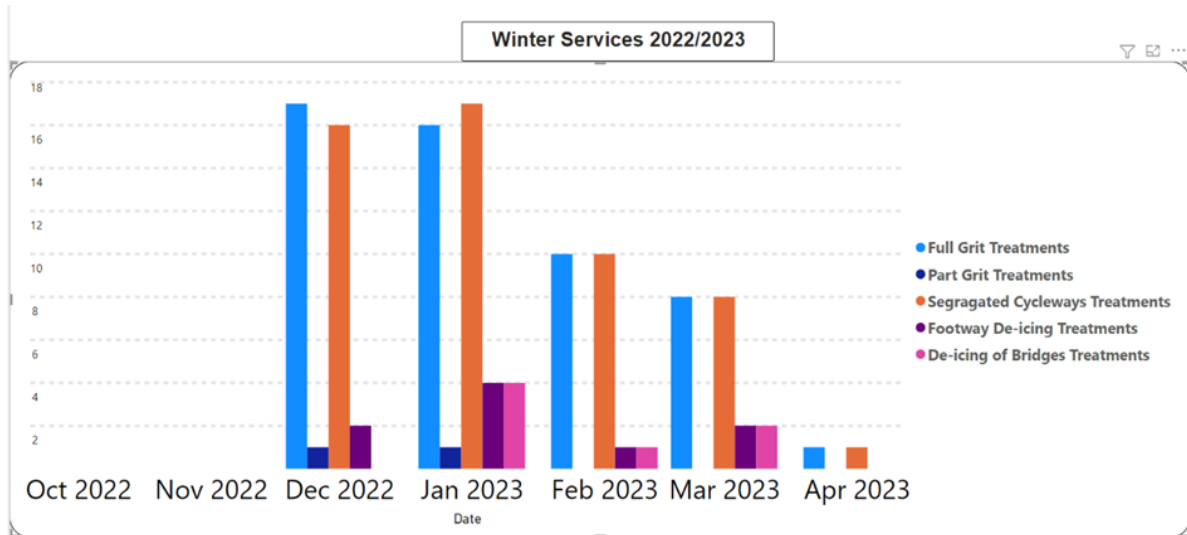
Street Works 2022/23	
Total Sample Inspections 2022/23	2,920
Category A fail %	12.26%
Category B fail %	11.4%
Category C fail %	7.36%

- 6.3 In 2022/23, our Network management and Street works teams managed over 20,300 external requests to occupy the highway from utility companies to repair cables and pipes and Section 50 licenses from developers building new offices and homes.
- 6.4 We issued 600 NRSWA Section 81 notices for highway defects relating to defective third-party apparatus (chamber lids, stop tap covers, hydrant covers etc.) which are identified, either by our inspectors or via reports from the public. These are reported to the relevant utility company using the new Street Manager software system. Once a defect is issued a repair must be completed by the utility or we will have to make safe and repair on a recharge basis.

6.5 The street works team also issued 700 Skip licences and 293 hoarding & scaffolding permits.

7.0 Winter Services

7.1 We have continued to deliver the basics, including an effective winter service operation. In 2022/23 we completed 52 gritting operations covering a total of about 36,400 km and using approximately 3,000 tonnes of rock salt. The graph below shows this in more detail.



7.2 When necessary, we grit a total of 704km of network each night, which equates to 52% of the total road network and includes all the strategic route network.

7.3 Footways were treated with Potassium Acetate (liquid de-icer) 9 times last season, of which there is approximately 50 Km of footways. Bridges were treated 7 times.

7.4 Segregated Cycleways are also treated in periods of cold weather, and 2022/23, a total of 43 applications of liquid de-icer were used.

7.5 There are also approximately 190 Grit Bins located around the city which were filled, checked, and topped up when required.

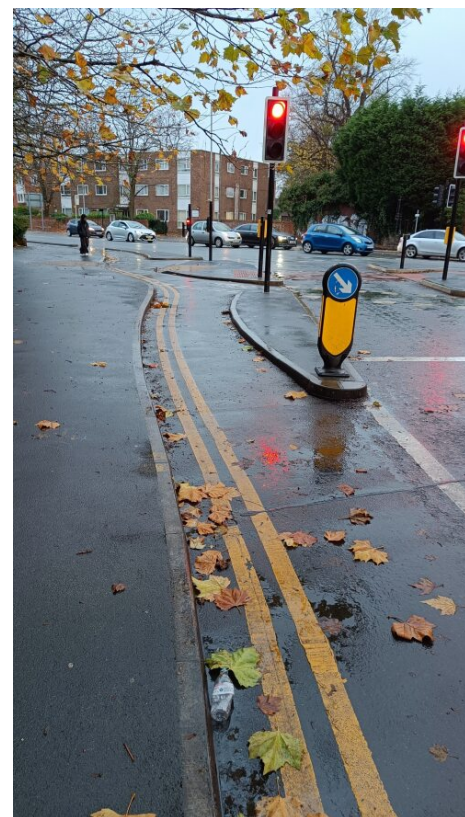


in

8.0 Major Projects

8.1 Several notable projects were completed this year, including:

- Two more sections of the 6km Chorlton to Manchester Walking & Cycling scheme funded by the Mayors Challenge Fund.
- The first phase of the Victoria North-Eastern Gateway scheme comprising of improvements to Pollard Street and Old Mill Street in Ancoats
- The first phase of the Northern Quarter Walking & Cycling scheme in Ducie Street/Tarriff Street/Dale Street that links Piccadilly Station to Victoria Station.
- Eleven junctions and crossings were upgraded in Harpurhey.
- The initial improvements to Deansgate between Blackfriars Street and Quay Street supported by the introduction of bus gates on Bridge Street, King Street and Princess Street.
- Public realm works within Exchange Square.
- The introduction of Hostile Vehicle Mitigation Measures using automatic bollards at nineteen sites within the city centre.



8.2 Future Major Projects

- Highways have received further funding through City Region Sustainable Transport Settlement (CRSTS) and Active Travel Fund (ATF) tranche 3. Projects to be delivered using these funding streams are currently in development and include the final section of the Northern Quarter Walking & Cycling scheme at High Street/Fountain Street, Parsonage Safer Streets and several city centre radials on Aston New Road, Oldham Road, Rochdale Road, Stockport Road, and Wilmslow Road.
- Further work is also being done to develop a clear pipeline of future highway infrastructure projects which will allow us to effectively bid for future funding streams.

9.0 Road Safety

9.1 Making Manchester's roads safer for all users is an important part of the Council's role. To help with this, we are developing a new 'Road Safety Strategy Document' that covers the next 5-years. This strategy will set out how we will create a safer road network and reduce the number of casualties and will form a key part of the Council's Local Transport Plan (LTP) moving forward.

- 9.2 All major projects consider road safety, and our teams currently have a portfolio of 25 projects in the pipeline. During 2021/22 a further 8 major road schemes were completed (see previous section).
- 9.3 Highway Services are currently developing a scheme to reduce all 40 and 50 miles-per-hour speed limits in Manchester to 30 miles-per-hour. Once this is implemented, Manchester will be the first Local Authority in the country to have no speed limits above 30mph. Initially, the Council is proposing to reduce the speed limit from 40mph to 30mph on twelve roads across the city to support the City Centre Transport Strategy. The proposed change is to help improve safety, air quality and traffic flow. The proposals are currently at several stages of moving through the legal and statutory Traffic Regulation Order approval process. Upon completion of the legal process a public engagement and awareness campaign is planned for early 2024.
- 9.4 The Manchester public placed most importance on 'Safe roads' when asked about our highways & transport services as part of the annual NHT satisfaction survey for 2022. Public satisfaction around road safety was the only theme where the NHT results for MCC were below the national average (see pages 19 & 20), which highlights the need for continued funding to support safety related schemes.
- 9.5 The table below shows that collisions in the city are broadly following the GM trends. Serious and Fatal collisions (KSI) reduced in 2019 and continued to fall in 2020, however there was a substantial rise in 2021. It can be assumed that this reflects the increase in traffic volume on the network following the Covid pandemic.

Year	Manchester		GM	
	Killed or Seriously Injured	All collisions	Killed or Seriously Injured	All collisions
2017	178	1053	738	4066
2018	173	1005	699	3761
2019	122	890	628	3617
2020	98	552	458	2387
2021	177	719	749	3002
2022	179	645	769	2751

- 9.6 Physical improvements to roads and footways only account for a small proportion of the interventions required to reduce road collisions. The major factors influencing change are driver behaviour (education training & publicity), enforcement, changes in legislation & public opinion and improvements in technology i.e., air bags.
- 9.7 The Strategic Capital Board approved a proposal to fund a package of Road Safety schemes in 2021/22, comprising two separate programmes of work:

- The first £1m was spent delivering accident reduction schemes, using accident statistics provided by TfGM and prioritized using a scoring matrix looking at factors including traffic volumes, traffic speed, accidents, and several other features e.g., nearby bus stops and pedestrian crossings etc.
- The second £1m was spent delivering local community safety schemes that were promoted by each Neighbourhood Team (North, Central & South) following engagement with members to identify the top ten hotspots within their respective cluster of wards. This provided in essence a programme of circa 30 sites across the city. Each site was scored individually using the same parameters as above and then ranked in priority order.

9.8 The outcome was to deliver a range of improvements at 52 separate sites across the city.

9.9 At the same time and as a continuation of the previous school crossing point programme school safety was improved during the year with the completion of a further 38 separate improvements adjacent to schools across the city. These varied from simple bollards to prevent footway parking to signaled pedestrian crossings to aid children crossing major roads safely.



9.10 In addition, in partnership with Bikeright, we offer Bikeability Cycle training across Manchester funded via Active Travel England. This incorporates core training level 1/2 (basic skills) that is taught on the school grounds and quiet roads, and level 3 (more advanced) taught on busier routes.

9.11 We also offer Bikeability Plus modules which complement and support the core training.

9.12 In 2022/23, training was carried out across 61 schools in Manchester, the table below showing the numbers trained compared to the previous year and the current progress in 2023/24.

		Attended		
		2021/22	2022/23	2023/24*
Core	Level 1/2 combined	1769	1613	1173
	Level 3	112	102	14
Plus	Balance	793	574	469
	Learn to Ride	231	377	116
	Family	11	16	4

*Current delivery year progress

- 9.13 At present BikeRight have 3,575 booked training places across the 5 training courses with 1,333 scheduled between November 2023 to the end of March 2024.

10.0 Pedestrian Crossings

10.1 Consideration & assessment

As with any 'road safety support request' the provision of a pedestrian crossing is assessed against other requests (traffic calming / resident parking / yellow lines) using a defined process (and an assessment matrix) put together by the Highways Design Team. This process contains an initial sensibility check, technical assessments, utilises Royal Society for the Prevention of Accidents (ROSPA) techniques / principles.

Once an assessment is made and a provisional cost provided, the request would be ranked against other projects and added to a draft programme of works, subject to identification of funding. We would also reference this list when private developments take place across the city. We will often try and work in local road safety needs with larger developments to support local needs via external funding sources.

10.2 New developments

When a new development application is submitted to our Development Control team, assessments are made and if (as the Highway Authority) we think that a new development causes new / additional traffic movements / pedestrian movements, often the solution is a request for the provision of a new controlled crossing to be delivered by the developer before the scheme goes live. New crossings installed as part of development schemes this year include at Wilmslow Road & Cotton Lane, Nell Lane (just East of Highmarsh Cres junction), Kirkmanshulme Lane, Chester St / Cambridge St and Hyde Road.

10.3 Number of new crossings installed in recent years

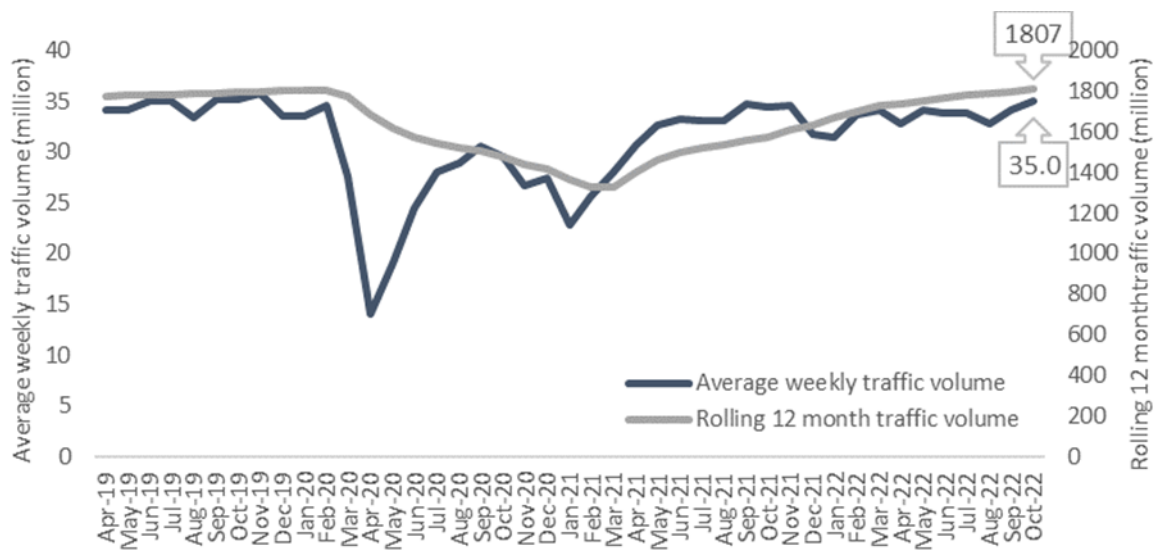
We have installed just over 50 new pedestrian crossings since 2018 as part of the school improvements programmes, plus those in conjunction with cycle schemes and other improvement schemes.



11.0 Network Congestion

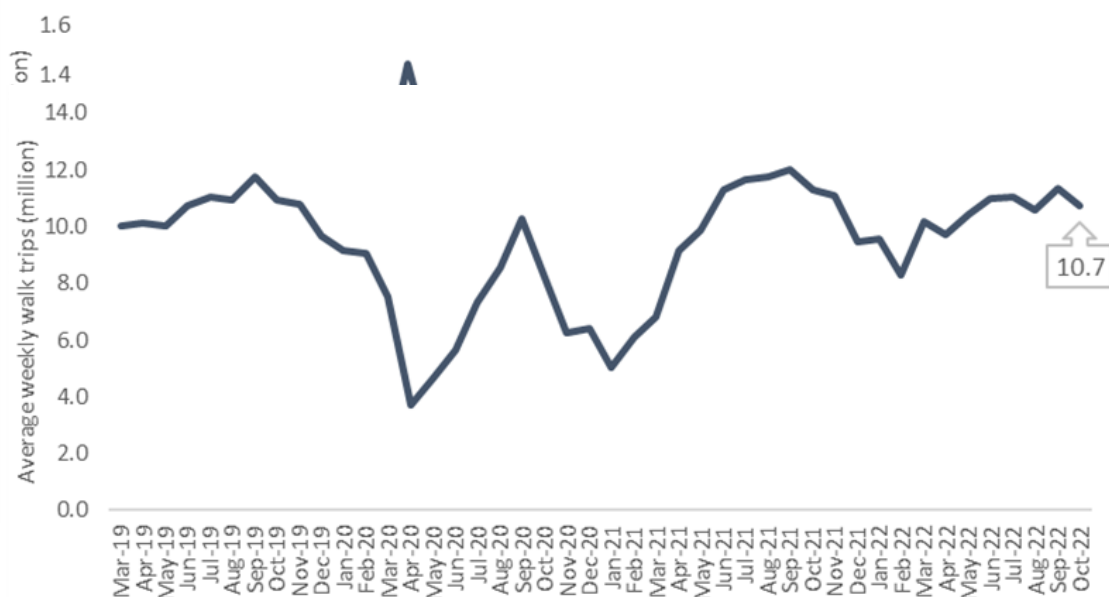
11.1 As the pandemic struck, we saw traffic levels drop to lows that we've not seen in generations. Lockdowns turned cities into ghost towns, and we got to see firsthand what a city without commuters would look like — in Manchester traffic volumes in April 2020 dropped by more than 50% from normal levels. By the end of 2020, levels had started to recover and in October 2022 traffic volumes were around 0.4% less than in October 2019.

Traffic volumes April 2019 – October 2022:



11.2 The pandemic led to a corresponding rise in active travel modes across the network, although these figures have since stabilised to similar levels as in 2019. The latest figures show that 11.7m active travel journeys (walking and cycling) were made in October 2022, which is comparable to the figures for October 2019.

11.3 The cycle activity figure will also include some other micro/wheeled mobility (such as e-bikes and e-scooters). As such any growth in these modes will also be reflected in growth in cycling numbers.













Number of cycling & walking trips April 2019 – October 2022

12.0 Service Performance

- i. Monitoring, reviewing, and publishing our performance against defined levels of service enables the Council to balance the needs of communities and our strategic aims & objectives with the available resources to ensure that appropriate services are being delivered for businesses and communities in Manchester.
- ii. As part of our asset management system, a Performance Management Strategy is contained on the Council’s website. This contains a range of key performance indicators that have been developed that enable us to measure the performance of our assets and the delivery of our services. By using this approach, we will be able to identify critical areas regarding performance, develop improvement action plans and review our systems and processes to effectively demonstrate ‘lessons learnt’.
- iii. This ties in with the standard Performance Management Framework (PMF) developed for the highways sector by the National Highways and Transport (NHT) Network, which we are a member of, and which collects annual indicators. This facilitates a benchmarking service, analysing and comparing data with other authorities at a regional or national level.
- iv. A range of some of the key performance measures are shown in the following sections.

12.1 Asset Data

Measure	Target	2020/21	2021/22	2022/23	Performance
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% of total road network in poor condition (grade 4 or 5)	<15%	17.7%	15.9%	14.3%	
% of principal 'A' road network in poor condition (grade 4 or 5)	<10%	8.3%	7.8%	7.6%	
% of other classified roads in poor condition (grade 4 or 5)	<10%	9.9%	7.6%	8.8%	
% of unclassified roads in poor condition (grade 4 or 5)	<20%	21.5%	19.5%	16.1%	
% of footway network in poor condition (grade 4 or 5)	<10%	12.6%	12.8%	14.0%	
% of network at or below skid resistance IL	Downward trend	8.3%	8.4%	6.4%	
% of highway gullies not working as planned	Downward trend	34%	20%	14%	
Total number of raised carriageway defects such as potholes	Downward trend	7625	8196	6691	
Bridges & structures condition (BCI Av)	Upward trend	84	73	76	
Percentage of LED streetlights installed	n/a	99%	100%	100%	

12.2 The figures above show an improvement in performance across most areas. Footway condition has deteriorated from just under 13% poor condition to 14%. It has been recognised that any future highways investment will be targeted predominantly at the footway network to drive our active travel agenda.





12.3 The number of identified defects on the network has decreased, which is reflective of the planned maintenance investment and the good work that has taken place to reduce the long-standing backlog of repairs.

Key Message: The Council's highway infrastructure assets are currently being maintained in a steady state, with improvements in several areas following the 5-year investment programme.

13.0 Service Delivery

13.1 Over the last few years, the Highways Service has been through significant changes that have improved the service's ability to deliver priorities and work programmes to time, cost, budget and quality. However, we are still struggling to fill a number of vacancies (which are being backfilled by consultants). The new model has increased the level of leadership and management capacity

and a significant growth in permanent capacity. A range of service delivery performance indicators are shown below:

Measure	Target	2020/21	2021/22	2022/23	Performance
% of carriageway network treated (planned maintenance)	n/a	8%	3%	9%	n/a
% of footway network treated (planned maintenance)	n/a	2%	1%	1%	n/a
% of gullies emptied in the year	n/a	100%	62%	56%	n/a
% of planned maintenance schemes completed	Upward trend	95%	96%	92%	
% of safety inspections carried out on time	Upward trend	82%	81%	89%	
Number of highway defects repaired	n/a	16,731	15,625	15,200	n/a
Total no. of killed & seriously injured persons (KSI's) on roads (per 1,000km of network)	Downward trend	72	129	131	
Number of utility openings carried out on the network	n/a	16,674	22,500	20,300	n/a
% of utility openings completed to NRSWA specification	Upward trend	92%	83%	89.9%	

- 13.2 Several of these indicators are reflective of the available budgets for delivery. The percentage of planned maintenance schemes delivered is consistently over 90%, which is good due to the complexity of many of our roads and the conflicting demands on the network. The percentage of highway safety inspections carried out on time has also improved, which is likely to be due to the implementation of the new asset management software system improving efficiencies. The increase in number of KSIs is concerning, but it reflects the increase in network usage since the pandemic, when traffic levels were much lower, and reflects the levels seen across all of Greater Manchester.

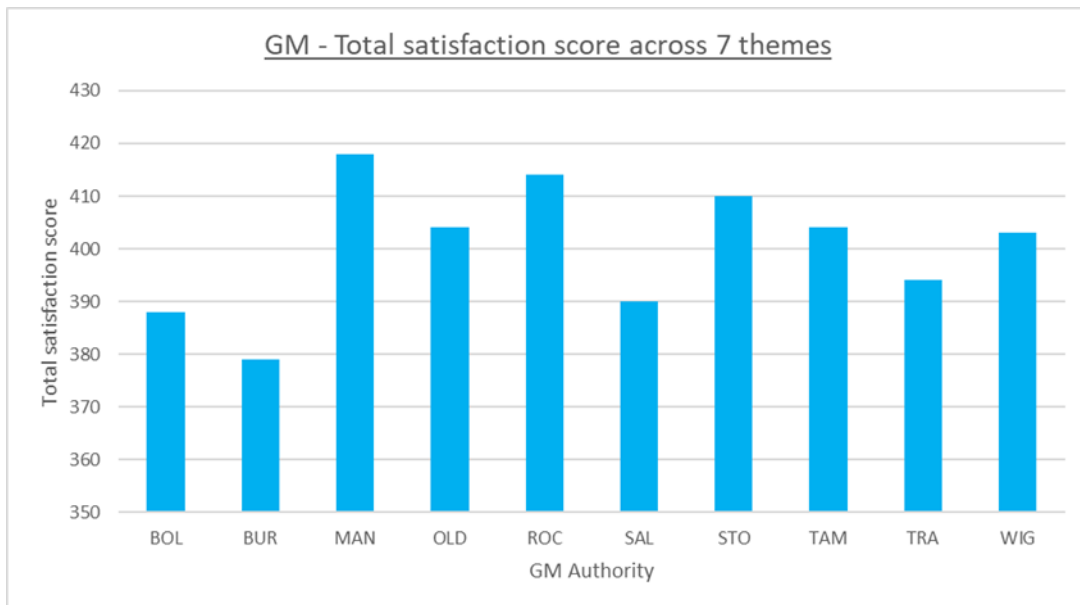
Key Message: Key frontline highway services have faced major challenges since the COVID-19 pandemic; however, performance has generally stayed the same since last year.

14.0 Public Satisfaction

- 14.1 Our highway infrastructure is accessed on a daily basis by residents, businesses, and visitors. As such we recognise the importance of engaging with the public to understand their levels of satisfaction and obtain their views









on the condition of our highway infrastructure, service standards and levels of performance. Therefore, in order to better understand resident’s views, we commission the annual National Highways and Transport (NHT) Public Satisfaction Survey.









- 14.2 The Manchester public placed most importance on 'Safe roads' and 'Good pavements' in terms of service, and 'Condition of roads' was the most popular choice for spending more over the next few years. 'Cycle routes/lanes' was the most popular choice for a service getting better and 'Condition of Roads' for a service getting worse over the past few years.
- 14.3 In terms of Manchester’s results, 3 out of 8 of our Theme Scores for 2022 improved from the scores we achieved in 2021, 3 theme score dropped and 2 stayed the same. 7 out of the 8 theme scores were the same or greater than the overall NHT averages, with only the road safety theme being 2% lower than average. We are implementing a programme of road safety schemes in Manchester, detailed on page 12 of this report. Better communication around, and delivery of, these schemes should help to improve our satisfaction scores in this area in future years.
- 14.4 When compared to the rest of Greater Manchester, our overall satisfaction levels were good. We scored highest for satisfaction across the 7 themes; Manchester ranked first / joint first within the region for 5 of these themes, third in 1, third in 2 and fourth in 2 themes. The below graph shows the total satisfaction scores for themes across the 10 GM districts.




- 14.5 156 different indicators in total were measured across all themes and Manchester ranked first within the region for 57 of these, with a ranking of second or third for a further 39 measures. This is a great result, given that we have one of the largest road networks in the region and the busiest regional centre, which causes heavy demand on our highway infrastructure.

14.6 Performance figures from the survey by theme are shown below, along with a range of specific measures:

Theme	Description	Score	NHT Average	Gap
	Overall	51%	50%	1%
	Accessibility	71%	68%	3%
	Communications	48%	46%	2%
	Public Transport	56%	51%	5%
	Walking/Cycling	51%	51%	0%
	Tackling Congestion	44%	44%	0%
	Road Safety	50%	52%	-2%
	Highway Maintenance	47%	46%	1%

Measure	Target	2020/21	2021/22	2022/23	National Average 2022/23	Performance
Overall satisfaction	>National average	52%	47%	50%	47%	
Satisfaction with condition of highways	>National average	37%	33%	34%	34%	
Satisfaction with pavements & footpaths (overall)	>National average	52%	49%	52%	52%	
Satisfaction with traffic levels & congestion	>National average	43%	41%	43%	44%	
Satisfaction with cycle routes & facilities (overall)	>National average	50%	50%	50%	50%	
Satisfaction with Highway maintenance	>National average	51%	43%	47%	46%	
Satisfaction with Street lighting	>National average	63%	60%	62%	62%	
Satisfaction with road safety locally	>National average	54%	48%	50%	55%	

No. of highway enquiries (CRM system)	Downward trend	7,267	11,476	5,573	n/a	
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- 14.7 Although public satisfaction with road safety locally has improved from last year, it is still 5% below the national average.

Key Message: Benchmarking shows that our highway services are being delivered cost effectively and delivering continual efficiencies through adopting best practice and developing new or innovative methods of service delivery.

15.0 Overview of Key Highway Assets

15.1 Carriageways and Footways

15.2 Manchester's highway network includes over 1,350 km of road and over 2,600 km of footway length, with a combined asset value of over £2.2 billion. The condition of our entire highways network is assessed every two years (approximately half of the network each year) and is rated using the following 5 categories:

- Grade 1 – As new
- Grade 2 – Good
- Grade 3 – Mid-Life
- Grade 4 – Functionally impaired (poor)
- Grade 5 – Structurally impaired (very poor)

15.3 The latest condition ratings for our carriageway & footway networks can be seen below:

Asset Type	Quantity (approx.)	Condition				
		Grade 1	Grade 2	Grade 3	Grade 4	Grade 5
All carriageways	1,368 km	36%	5%	45%	9%	5%
Principal A roads	165 km	38%	5%	49%	5%	3%
Classified non-principal B and C roads	139 km	38%	4%	49%	5%	4%
Unclassified Roads	1,064 km	35%	6%	43%	10%	6%

Asset Type	Quantity (approx.)	Condition				
		Grade 1	Grade 2	Grade 3	Grade 4	Grade 5
Footways	2,668 km	17%	12%	57%	13%	1%

15.4 Performance

15.5 Overall, the percentage of poor condition (grade 4 & 5) roads has improved from 25% to 14% over the last 5 years. The percentage of poor condition footways has improved from 16% to 14% over the last 5 years.

15.6 Spending in year and future spend required.

In 2022/23, we spent £5.5m on resurfacing schemes, £1.2m on preventative treatments, £2.2m on footway schemes and £8.8m on patching and defect repair works.

Modelling carried out as part of the business case for investment shows that to maintain the current condition of our highway network, we will need to spend about £7.5m on roads resurfacing and £2.3m on footways resurfacing per year over the next five-year period.

Although this extra funding will not deliver any further improvement in overall condition, the road state will not deteriorate from the maintenance achieved through the current capital funding programme. The % of grade 4 & 5 (poor) condition roads and footways would be held at about 14%.

16.0 Cycleways

16.1 Manchester currently has approximately 260 km of cycle routes across the city, including the Trans-Pennine trail, Fallowfield Loop and City Centre to Manchester Airport route. The Manchester cycle network map has been produced by TfGM and is found at the link below:

<https://tfgm.pindarcreative.co.uk/>

16.2 Manchester is committed to improving walking and cycling facilities across the city and has developed a number of projects and successfully bid for funding from the Mayor's Challenge Fund. The following projects have been completed or are planned or underway:

- Chorlton - the remaining Phases.
- The Northern Quarter (Piccadilly to Victoria) scheme – Stevenson Square.
- Victoria Northeastern Gateway.
- Beswick Filtered Neighbourhood
- Levenshulme & Burnage Active Neighbourhood
- Fallowfield Loop (Manchester Cycleway) design.
- Medlock Street Roundabout
- Oldham Road Inner Radial feasibility.



16.3 Most of our cycle routes are on-road, and as such they are maintained as a part of our road network.

17.0 Drainage

- 17.1 Manchester's drainage network consists of approximately 118,800 gullies, as well as linear drainage features such as Slot & Channel drains, soakaways, and trash screens.
- 17.2 Highways are also working on some design standards for the implementation of Sustainable Urban Drainage Systems (SUDS) installed (see below), as well as working with Drainage contractors to reduce their carbon impact, working towards our 2038 Carbon commitments.
- 17.3 *Performance*
- 17.4 The current programme of the drainage investment has allowed us to carry out cyclical cleansing on all our highway gullies and spend about £11.5m on capital improvements since 2017. These improvements include the replacement of gully lids and frames, pipe and line repairs, high powered jetting, brickwork replacement, CCTV studies and gully pot replacement.
- 17.5 Analysis of our CRM system to look at reports of drainage issues has shown that numbers have dropped from 3,200 in 2021/22 to 2,548 in 2022/23.
- 17.6 There have also been consistent levels of customer satisfaction, measured by the annual National Highways Transportation (NHT) Survey. In Greater Manchester, Manchester has the highest satisfaction scores in the region for provision of drains and keeping drains clear & working.



- 17.8 *Spending in year and future spend required*

In 2022/23, we spent about £1.3m on drainage repairs as well as over £620k on cleansing. Repair works were prioritised on the Key Route Network (KRN) and Community Network (CN) roads, which carry larger volumes of traffic.

A list of the current outstanding drainage repairs has been extracted from the highways drainage database with an average cost applied for the works this shows that the backlog of repairs needed is estimated to be about £15m across the whole network based on the gullies cleaned to date.

17.9 *How many gullies cleaned / in working order last year?*

During 2022/23, 57,283 gullies were inspected, (62% of the network), of which 30,201 (54%) were working satisfactorily, whilst around 16,607 gullies were inaccessible predominantly due to parked vehicles. For streets where we know there are always parked cars present, we won't carry out cyclical visits, but will look to schedule 'community clean' days in liaison with the neighbourhood teams.

17.10 *How many still need to be cleaned/repaired?*

Cyclical cleansing has been carried out since 2018 on all our gullies. Our proposed budget from 2023/24 onwards is around £640k per year, however the cost to cleanse all our gullies every year would be around £1.6m per year, so we have to prioritise which gullies we target to get the most value for money.

We deliver a drainage service that follows a risk-based approach, in accordance with the national Well-Managed Highway Infrastructure Code of Practice. Sorting all the gullies by total risk score has enabled us to prioritise each road into 3 bandings, based on the number of gullies on the road with a particular risk score:

- priority 1 (Red),
- priority 2 (Amber),
- priority 3 (Green) bands.

The table below shows the proposed 24/25 cleansing regime. This allows for cyclical cleansing of 87,000 gullies, which are those carriageway gullies for which a risk score was defined. Any remaining gullies would be cleansed on a reactive basis following requests or complaints.

We will be procuring a new drainage cleansing contract next year so this proposal may be impacted by the new cleansing rates defined in this contract.

Priority Routes	Frequency of cleansing	Approximate No. of gullies	Indicative annual cost
Red	1 per year	16,000	£256k

Amber	1 every 2 years	16,000	£128k
Green	1 every 4 years	55,000	£220k
TOTAL:			£604k

18.0 Sustainable Urban Drainage Systems (SUDS)

18.1 Highways are working closely with developers to increase the number of Sustainable Urban Drainage (SUDS) solutions across the city. SUDS are designed to both manage the flood and pollution risks resulting from urban runoff and to contribute wherever possible to environmental enhancement and place making. The multi-functionality and multiple benefits of SUDS is a key consideration within our own designs and when working with developers.

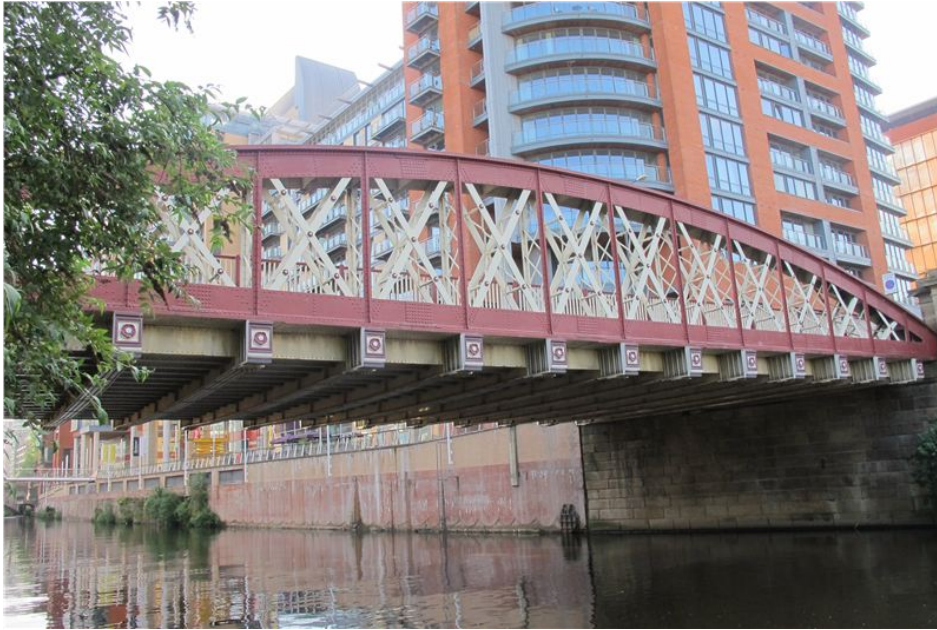
18.2 Sustainable drainage systems (SUDS) mimic natural drainage processes to reduce the effect on the quality and quantity of run-off from developments and provide amenity and biodiversity benefits. When specifying SUDS, early consideration of potential benefits and opportunities help us to deliver the best results for the city.

18.3 The benefits of SUDS include:

- Flood Risk Management – reducing the risk of flooding from development.
- Water Quality Management – reducing the impact of diffuse pollution.
- Improving Amenity and Biodiversity – the integration of green infrastructure with SUDS solutions can help to create habitat, recreational and biodiversity areas.
- Water Resources – SUDS can help to recharge groundwater supplies and capture rainwater for re-use purposes.
- Community Benefits – attractive, well designed public open space that incorporate SUDS can help to create better communities through social cohesion and quality of life improvements.

18.4 The ‘Glade of Light’ is designed to be a living memorial, a tranquil garden space for remembrance and reflection. Its peaceful surroundings are intended as the setting for commemorative events in the city relating to the attack. However, alongside its main purpose, there is also a functional side to the memorial, providing many of the benefits highlighted above.





Irwell Street
Bridge (River
Irwell)

- 19.1 Manchester is responsible for about 390 bridges and structures, with a total asset value of over £570 million. These form essential links in the highway network; their purpose is to connect roads and footways to facilitate safe and efficient travel around the region. A full breakdown of each type of highway structure under MCC Highways ownership is detailed below:

Type of Structure	Number
Bridge	141
Footbridge	24
Retaining wall	64
Culvert	104
Tunnel	4
Subway	37
Sign/Signal Gantry	13
Specials	3
TOTALS:	390

- 19.2 Specials include items which are not highways structures, such as tourist structures (Roman Fort), large reports of old structures and pump houses etc.
- 19.3 Bridges and structures are particularly complex and varied in composition when compared with other assets, and this makes accurate modelling challenging. Unlike other assets the age range of the assets is vast, ranging from medieval bridges to modern day structures. Structures comprise numerous types and construction forms, from simple timber and masonry structures to complex steel and post-tensioned concrete multi-span structures.



Victoria
Avenue Bridge
(River Irk)

19.4 *How many bridges inspected last year?*

178 inspections were carried out in 2023/24, including 2 Principal inspections (PIs) and 176 General inspections (GIs).

19.5 *How many bridges to inspect next year?*

There are no Principal Inspections, but 212 General Inspections programmed for 2024/25.

Structural Reviews have been carried out for all Years 1 and 2 Principal Inspections (up to 2023/24), and 53 Structural Reviews are due to be carried out in 2024/25, following the Year 3 inspections.

33 Structural Assessments have been identified as being necessary from the Structural Reviews carried out to date. Assessments are programmed to start in Jan 2024.

19.6 *2024/25 maintenance schemes & works*

The following schemes are ongoing and planned in 2024/25:

- Jacksons Boat Bridge Phase 3
- Mancunian Way PTSI
- Kingsway Bridge Investigations
- Craddock Road Footbridge
- Lightbowne Road Culvert
- Church Lane Culvert
- Scour investigations & remediations
- Low headroom signage

19.7 *Condition update*

The current condition of our structures assets can be best represented by the overall Bridge Condition Index (BCI) value, as reported as part of the Whole Government Accounts (WGA).

BCI Average is an aggregate condition score of all parts of each structure regardless of type and provides a good measure of the overall state of the structures. Data from our Pontis bridge management system shows the BCI (Av) to be 83.0, with the following split in terms of condition rating:

- Very good: 34%
- Good: 45%
- Fair: 19%
- Poor: 1.4%
- Very poor: 0.6%

These values show an improvement on last year's figures, where the BCI (Av) was 75.9 and 12% of the structures stock had a condition rating of poor or very poor.

The data from last year has been updated following recent inspections. Changes to the scores may reflect improved/worsening condition as identified by the inspection. It should also be noted that scoring of the structures has a subjective element and therefore there can be variability between the scores. (e.g., annual changes to %'s rated Poor vs Very Poor.) Therefore, the focus should be on the overall trend and averages, rather than too detailed comparison of individual categories.

19.8 *How much have we spent this year?*

Capital spend in 2022/23 was approximately £900k on works, including Mancunian Way parapet repairs, de-vegetation schemes and repairs to the Cringle Brook culvert. In 2023/24 we have spent approximately £980k on works, including Mancunian Way repairs, Roger St Union, Hoyle Street, Boggart Retaining Wall, and other minor schemes.

19.9 *Value of structures and how much the backlog is -*

Based on the condition information collected at each inspection, a work bank of repairs and maintenance works is held for each structure. The total value of the work bank currently stands at approximately £8 million although this is a significant underestimate, and it will increase as we complete the various scheduled inspections over the next 2 years.

In addition to the review of the current work bank, planned improvements to our asset management approach e.g., accelerating structural reviews and assessments together with improved inspection coverage for our most difficult to access structures, will increase the maintenance work assigned at an individual structure level.

20.0 Street Lighting

20.1 Manchester's network includes 54,600 street lighting columns and 7,175 illuminated signs/bollards, with a total asset value of over £150 million.



- 20.2 The city council's street lighting management and maintenance are delivered through an existing long term PFI contract with AMEY which started in 2004 and runs until 2029. There have been no reported incidents in relation to our street lighting assets under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) law for over 5,000 days.
- 20.3 61,775 assets are maintained under the PFI, including streetlights, high masts, subway lights, traffic signs, traffic bollards and zebra beacons. There is a 2-hour response time 24/7 in place for emergency repairs and AMEY also carry out design work, supply/install services, connecting power supplies for CCTV and the installation of festive lighting in District Centres.
- 20.4 The deployment of LEDs has reduced the number of fault reports by over 50%, with an average of 99.5% of streetlights working throughout the year and has delivered an energy cost saving of some £4m a year.
- 20.5 The Council's team and AMEY continue to work with colleagues and developers to ensure disruption to existing units is minimized and new highway schemes and developments are delivered in accordance with the Council's specification and adopted promptly. New schemes included this year include Princess Road / Mancunian Way junction and the A555 Manchester Airport Relief Road.

Appendix 1 – Highways Capital expenditure 2022/23

Service area	Total capital expenditure (000's)	Comments
Bridges & Structures	£914	
Drainage	£2,005	
Patching repairs	£8,810	
Carriageway resurfacing	£5,495	
Footway schemes	£2,171	
Preventative treatments	£1,220	
Maintenance Challenge Fund	£244	
Pipeline works	£142	HS2 support, A34 corridor, Deansgate etc.
Residents Parking schemes	£364	Christie Park, Rusholme etc.
Levenshulme active neighbourhood	£1,149	
Northern/Eastern Gateway	£1,079	
Bee Network Crossings	£756	
School crossings	£1,743	Safety schemes
Accident reduction and safety	£1,698	
Cycle City Ambition Grant cycling schemes	£4,946	
MSIRR Growth deal	£272	
Mancunian Way/Princess Rd NPIF	£110	

TOTAL:	£33,118	
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The table shows capital expenditure for several of the major areas across highways, many of which are externally funded.

Appendix 2 – Social Value Case Studies

Dowhigh Ltd – Clean-up Day Levenshulme Village Green

On Tuesday 26th September, Dowhigh Ltd took a team over to Levenshulme to help Mark O’Pray the Neighbourhood officer for Levenshulme with a project to clean up the village green.

The Dowhigh team provided labour, skills, and equipment to: -

- Remove plant trellises and dead roots from walls
- Tidy up planters around the village green
- Cut back and tidy up the raised beds area
- Plant new shrubs in the planters and raised beds
- Clean the path around the raised bed area as well as around the park benches
- Trim back the lower branches of the trees
- Put down seed to generate bed growth in upcoming years
- Give the area a general tidy up

Mark O’Pray said “just wanted to say a massive thank you to Kay and the team from Dowhigh, who did an amazing job today at the Village Green, Levenshulme”.



You can read further information about the day -

<https://dowhigh.co.uk/news/levenshulme-village-green-good-causes/>

Thermal Road Repairs

The Highways Social Value team were contacted by Councillor Curley on behalf of a disabled resident in New Moston. The resident required a pathway/ dropped kerb across a small section of the grass verge outside his house. The resident has mobility issues and wanted direct access walking from his front door to his car. The request was kindly fulfilled by Thermal Road Repairs who provided materials, time, and labour at no cost to fulfil this request.

Before



After



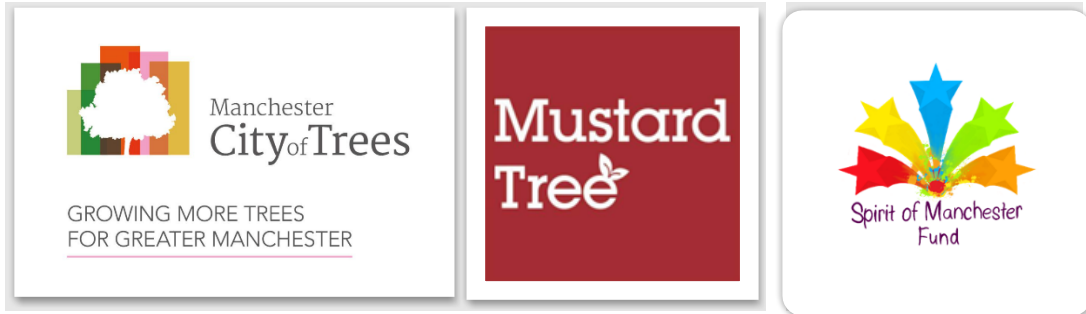
In kind financial donations towards foodbanks and charities



Northern Marking Ltd were one of the contractors working on the Rusholme and Moss Side resident parking scheme, and as part of their commitment to social value they made an in-kind financial donation of £2000, split between South Central food bank and Anson Community Grocers.

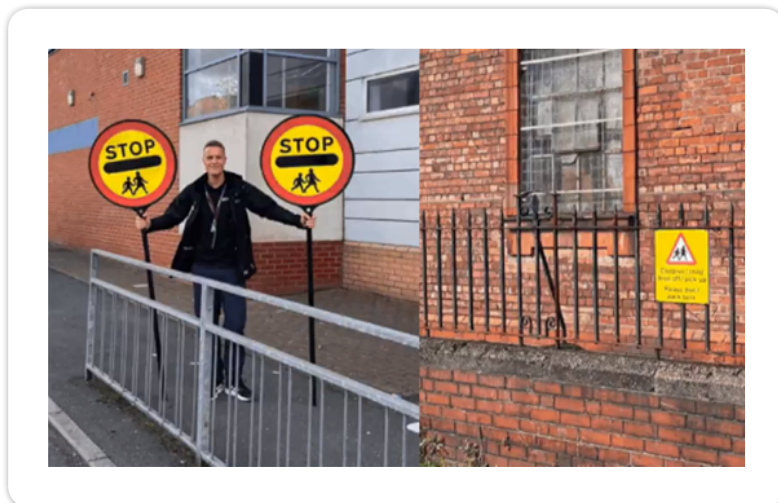
Michelle McHale said "thank you so much for your generous offer to donate to Manchester South central foodbank operated by Bridging the Gap (Manchester). Donors like you keep our mission of feeding our community's most vulnerable neighbours at the forefront of our work".

The Casey Group have made financial donations towards several Manchester charities as part of their social value commitments on the Northern Quarter area 2 project.



St Agnes primary school

Rosgal donated signs to St Agnes primary school in Longsight to enable children to be picked up and dropped off safely at school while the school undergoes urgent repairs and building works.



Kings Coronation – City wide



The Highways social value team received a request from the Neighbourhood team to see if Highways contractors could support with the delivery and collection of road closure signs. The signs were needed by residents and community groups so they could enjoy the king's coronation with street parties at no cost. Bethell one of the surfacing contractors, provided drivers with flatback vans to deliver and collect over 170 road closure signs for the king's coronation across the city.

Chorlton Area 3B

Eric Wright group as part of their social value commitment to works for Chorlton Area 3B provided staff volunteering time to support the Annual Community Celebration Day, Merseyfest at Parkway Playing Fields, Chorlton Park with litter picking, setting up and taking down displays, loading/unloading vans, putting up gazebos and generally helping.



Road Safety Week 2023



The theme of Road Safety Week 2023 is 'Let's talk about speed'.

The aim of this year's annual Road Safety Week is to raise awareness of key areas of road safety including safe roads, safe vehicles and speeds, the new hierarchy of road users, and the importance of inclusivity to keep us all safe on the roads, no matter who we are, or how we travel.

A programme of activities aimed at Key stage 2 pupils has been arranged for the week which includes Road Safety Theatre Performances, Get Winter Ready – Cycle maintenance sessions and NSL parking patrols. Neighbourhood events have also been organised at a local level.

Highways contractors have helped to make the week a success by providing the following:

- Rosgals - Donation towards 10 road safety theatre performances
- J Hopkins and Bethell have provided 24 "Don't Park Here" signs
- Ventbrook have provided 600 reflective keyrings.
- Dowhigh have provided 600 hi viz vests

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**Manchester City Council
Report for Information**

Report to: Economy and Regeneration Scrutiny Committee – 9 January 2024

Subject: Highway Services – Pavement Parking

Report of: Strategic Director (Neighbourhoods)

Summary

Vehicles parking on footways, cycleways and pavements can cause obstruction to people seeking to use those facilities for their intended use of walking and wheeling in the city. Unmanaged parking on pavements often results in parking practices which are inconsiderate to the needs of those road users and can result in people who need the most assistance in travelling around the city (e.g. young children, the elderly and people with limited mobility and disabilities) being significantly impacted in going about their daily lives.

Recommendations

The Committee is asked to note;

- The legislative position with regard to managing and enforcing parking on the pavement, with particular reference to the current issues relating to the definition of “obstruction” in law;
- The challenges with respect to the consequences of displaced parking when implementing measures to prevent or enforce against pavement parking;
- The ongoing work to identify suitable locations for the introduction of a trial project in Manchester to prevent pavement parking, in order to evaluate the consequential impacts of displaced parking and;
- That the Executive Member for Transport and Environment will write to the Secretary of State for Transport to request clarity on the offence of “obstruction” in these circumstances, and to seek confirmation of a timeframe for the devolution of civil enforcement powers for obstruction offences/contraventions and the powers to introduce a ban on pavement parking to Local Authorities outside London.

Wards Affected: All

Environmental Impact Assessment - the impact of the issues highlighted in this report with respect to seeking to providing and improved environment	Improving facilities for pedestrian and cycling environment through the reduction in instances of pavement parking will improve the attractiveness and accessibility of walking, wheeling and cycling as an alternative to private car journeys.
Equality, Diversity and Inclusion - the impact of the issues addressed in this	Taking steps towards the City Council tackling instances of obstructive and

report in meeting our Public Sector Equality Duty and broader equality commitments	inconsiderate pavement parking more effectively will improve accessibility for pavement users, in particular those with restricted mobility and impaired vision.
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Manchester Strategy outcomes	Summary of how this report aligns to the OMS/Contribution to the Strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Footways and cycleways with less obstructions support access to jobs and opportunity, particular for those with restricted mobility and accessibility challenges.
A highly skilled city: world class and home-grown talent sustaining the city's economic success	Footways and cycleways with less obstructions support access to jobs and opportunity, particular for those with restricted mobility an accessibility challenges, in addition to improving the visual amenity of the public realm
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Footways and cycleways with less obstructions support access to jobs and opportunity, particular for those with restricted mobility an accessibility challenges,
A liveable and low carbon city: a destination of choice to live, visit, work	Footways that are less obstructed by parked vehicles will encourage people to visit, live and work within the city and supports active travel choices such as walking, wheeling and cycling; in addition to improving the visual amenity of the public realm
A connected city: world class infrastructure and connectivity to drive growth	Footways that are less obstructed by parked vehicles will encourage people to visit, live and work within the city and supports active travel choices such as walking, wheeling and cycling; in addition to improving the visual amenity of the public realm

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

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

With respect to the recommendations contained within this report, there are no revenue finance consequences. Any future progression of this subject regarding the possible devolution of powers for enforcement will require further consideration in relation to resultant revenue consequences for the City Council, as and when those devolved powers might be granted by Government.

Financial Consequences – Capital

With respect to the recommendations contained within this report, there are no capital finance consequences for the City Council. Any future progression of this topic regarding the possible devolution of powers for enforcement will require further consideration in relation to any potential resultant support for Capital Investment required by the City Council, as and when those devolved powers might be granted by Government.

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Background documents (available for public inspection):

None

1. Introduction

- 1.1. Transport is at the heart of how we live our lives and contributes to society by enabling people to access vital services like healthcare and education. A vital component in providing a functional and accessible transport system that supports those aims (and seeks to provide more sustainable options for travel) is ensuring that the infrastructure that enables those travel choices is managed to a condition that removes any barriers to their use.
- 1.2. Pavement parking can cause real problems for pedestrians, but particularly for wheelchair users, people with visual impairments and those using prams or buggies. Obstructive parking causes inherent dangers for all pedestrians, often resulting in them being forced onto the carriageway and into the flow of traffic. In addition, while resulting damage to the pavement and verges can become a hazard to pedestrians, increased maintenance of footway surfaces and the potential for personal injury claims as a consequence of that damage are also a cost to local authorities.

2. Definitions

- 2.1. For the purposes of this report and to provide greater context to the issue of enforcement of pavement parking, the following definitions are helpful to clarify.
- 2.2. **Pavement** - Although the 'pavement' is defined as the 'footway' in legislation, the more commonly used term 'pavement' is used in this report to mean the part of a highway which shares its border with the carriageway ('road') on which there is a public use on foot or by cycle. This is distinct from a 'footpath', which does not border a road.
- 2.3. **Obstruction** - this a key term with regard to current pavement parking enforcement practices and the potential for the devolution of future enforcement powers.
- 2.4. The term obstruction does not have a clear and defined meaning in this context in law. A Government Transport Committee in 2019 which reviewed the national picture relating to Pavement Parking reported the issue as follows.

Defining obstruction is likely to be difficult. The standard textbook, Wilkinson's Road Traffic Offences, has 12 densely-packed paragraphs explaining the degree and definition of 'obstruction' as it has been defined in caselaw over the past 100 years. Much turns on the question of "intent" in the current offences—e.g. whether obstructive parking is "wilful" or has been "caused" or "permitted".

- 2.5. The Committee recommended that obstruction should be clearly defined in law. The Government responded to the report in March 2020, partially accepting the recommendation while noting that;

...the obstruction offence involves challenges that would need to be tested through consultation, in particular, how to define 'unnecessary obstruction' sufficiently clearly in order to ensure clarity of understanding of the offence for

both the motorist and enforcement authorities. If this was not achieved motorists would be confused about where they can park and the scenarios in which penalty charges were issued by Civil Enforcement Officers may differ across the country.

- 2.6. At this time the recommendation from the Government report has not been taken forward, meaning that currently the required action on enforcing authorities has a degree of subjective (and as a result, inconsistency) with respect to how offences/contraventions of obstruction are enforced (see 3.12).

3. Managing Pavement Parking

- 3.1. There are broadly three options for managing pavement parking.

- Physical Prevention
- Accommodation
- Enforcement

3.2. Physical Prevention

- 3.3. Engineering measures such as bollards, trees and railings, can be used to stop drivers parking on pavements. However, these solutions may not always be appropriate, feasible or affordable. Those features can also add to street clutter and negatively impact those with visual or mobility impairments.

- 3.4. When implementing engineering measures to prevent pavement parking consideration must be given as to whether any measure would create as much of a physical barrier for those with visual or mobility impairments as the vehicles parked on the pavement. Also the additional capital and future maintenance costs to the City Council need to be considered in the implementation of such measures.

3.5. Accommodation

- 3.6. Where it is considered that pavement parking can be accommodated on the pavement without causing an obstruction to pavement users, engineering measures can be introduced to allow parking on those areas. This solution can involve providing hard surfaces to replace grass verges or strengthen existing pavement construction, or creating parking laybys. And whilst generally such measures result in an improved condition of the pavement, capital costs of creating these areas to accommodate pavement parking can be significant.

- 3.7. Often accommodation measures will require additional physical or enforcement measures (i.e. the inclusion of restrictions on the extent of parking through a Traffic Regulation Order) to contain parking to a defined area of the pavement to ensure that there is sufficient pavement width protected from parking to allow for use by pedestrians.

3.8. Enforcement

- 3.9. Enforcement of pavement parking is recognised as a complex issue, with the right solution as to how enforcement is applied being dependent on location,

the presence of parking restrictions and the definition of “obstruction” (see 2.3).

- 3.10. Under current legislation, the powers to enforce pavement parking rest between Local Authorities (in this case the City Council) and the Police. Which enforcing authority has the powers to take action regarding pavement parking will be dependent on the factors set out in 3.9 for each instance.
- 3.11. For ease of reference the following table summarises the position in relation to the responsibility for enforcement in some typical circumstances.

Circumstances	Criminal or Civil Offence	Who Enforces it?
Parking a vehicle on a pavement; the remaining pavement is clearly wide enough for pedestrians to pass; the street is not subject to any parking restrictions	No offence or contravention	No enforcement action
Parking a vehicle on a pavement; the pavement is clearly blocked and pedestrians are forced onto the carriageway; the street is not subject to any parking restrictions	An obstruction offence may be being committed in this case	Police
Parking a vehicle on a pavement; the remaining pavement is clearly wide enough for pedestrians to use; the street is subject to parking restrictions (e.g., yellow lines)	Civil contravention (parked where restricted during restricted hours)	Local authority
Parking a car or motorbike on a pavement; the pavement is entirely blocked and pedestrians are forced onto the carriageway; the street is subject to parking restrictions (e.g. yellow lines)	Civil contravention (parking where restricted during prescribed hours) A separate obstruction offence may also be being committed.	Local authority for the contravention of parking restrictions Police service for the obstruction offence
Parking a vehicle on the footway and/or verge, where that street is subject to a prohibition of footway and/or verge parking (i.e. a TRO	This would be a civil contravention, regardless of the type of vehicle or whether a criminal obstruction is taking place	Local Authority

banning pavement parking)		
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- 3.12. It should be noted that whilst approaches may differ across constabularies, as a general position it is understood that police services are unlikely to issue Fixed Penalty Notices to vehicles parked on pavements unless there is a clear and unambiguous obstruction, and that the enforcement action taken will depend on the specifics of each case.
- 3.13. National Context of Civil Enforcement Powers
- 3.14. **London Authorities** - Since 1974, parking on pavements, with certain exceptions, has been prohibited in Greater London by the Greater London Council (General Powers) Act 1974. Exemptions at specific locations can be permitted through an administrative resolution and indicated by traffic signs.
- 3.15. **England (outside London)** - The reverse applies elsewhere in England, where parking on pavements and verges is permitted unless specifically prohibited by a local authority (either street-by-street or zonally); the prohibition requiring a formal Traffic Regulation Order (TRO).
- 3.16. In recent years there have been several indications from Government that there would be a devolution of the same enforcement powers that have been available to London Authorities to all LAs in England. However despite those indications and continued requests from LAs through various means, those powers have been devolved and seem not likely to be granted to LAs in the foreseeable future.
- 3.17. **Scotland** - The Transport (Scotland) Act 2019 bans pavement parking, double parking and parking at dropped kerbs, with certain exemptions designated by local authorities - for example to ensure safe access for emergency vehicles. From 11th December 2023, local authorities in Scotland can begin enforcing that law, meaning drivers could be fined £100 for these parking behaviours; reduced to £50 if paid within 14 days.

4. Consequential Effects of Preventing Pavement Parking

- 4.1. It must be recognised in seeking to tackle pavement parking that many towns and cities were not designed to accommodate today's high levels of vehicle traffic and car ownership.
- 4.2. In some locations, especially in residential areas with narrow roads and little or no provision for off-street parking within properties, the pavement is often the only place to park without obstructing the road. So in some cases pavement parking may be a preferable solution in order to maintain free-flowing traffic, including for emergency services and public transport. The displacement of parked vehicles due to the introduction of either physical prevention measures or enforcement needs to be carefully considered and balanced in each instance where such changes are being proposed.
- 4.3. Where displacement on to the adjacent carriageway would not be the anticipated consequence (e.g. due to the presence of parking restrictions on

the road), consideration needs to be given to the potential for parking to be displaced to surrounding streets and any constraints or adverse impacts that could occur as a result.

5. Pavement Parking in Manchester

- 5.1. In a response to the government's consultation on pavement parking in 2020, Greater Manchester councils and Transport for Greater Manchester stated that it is their ambition to have all pavements clear of parked vehicles, emphasising that the practice restricts access for people walking or wheeling, particularly for those with disabilities or pushing a pram.
- 5.2. The City Council has historically looked to tackle issues of pavement and grass verge parking by the use of physical measures such as those described in 3.3 above, where appropriate given the potential for displacement of parking.
- 5.3. Recognising the increasing levels of car ownership and other demographic factors (e.g. an increase in the number of residents of driving age living in the same property) in recent years, in many residential areas on-street parking has become a significant pressure in many areas of the city. This trend exacerbates instances of pavement parking and obstructive parking because as available kerb side space reduces pavement parking becomes the next alternative for some drivers.
- 5.4. In the last 12 months potential locations for a trial of pavement parking using physical prevention measures have been identified. There has been discussion with the relevant ward members to establish alternative options and identify the consequences of measures in those locations with regard to the potential displacement of parked vehicles. Currently locations and options are continuing to be considered with a view to seeking to implement a pilot scheme during 2024 which can be monitored and evaluated to inform a future programme of works, which would be subject to future funding approval.
- 5.5. In terms of considering the potential for obstructive parking in new developments, attempts are made during the design process to mitigate instances where it could potentially occur. However given the nature of current residential development design guidance, there is limited opportunity to introduce widespread physical prevention measures (feature areas/squares and wide footways around bends and junctions would be some examples of locations where it would be possible) or parking restrictions for enforcement recognising that most roads on new developments serve residential frontages.

6. Recommendations

- 6.1. The recommendations are noted at the front of the report.

**Manchester City Council
Report for Information**

Report to: Economy and Regeneration Scrutiny Committee – 9 January 2024

Subject: Overview Report

Report of: Governance and Scrutiny Support Unit

Summary

This report provides the following information:

- Recommendations Monitor
- Key Decisions
- Work Programme

Recommendation

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

Wards Affected: All

Contact Officers:

Name: Rachel McKeon
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Background documents (available for public inspection):

None

1. Monitoring Previous Recommendations

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

Date	Item	Recommendation	Action	Contact Officer
5 December 2023	ERSC/23/53 Manchester Airport	To request that the report by Arup be circulated to Committee Members. To request that the Airport's response to the Rail Minister on what it wants to see delivered from the funding package for the northern transport network be circulated to Committee Members, once it is available.	This was circulated to Members by email on 13 December 2023. This will be circulated to Committee Members once it is available.	Pat Bartoli, Director of City Centre Growth and Infrastructure
5 December 2023	ERSC/23/55 Information on the economic impacts of Social Value	To recommend that, when the Social Value Framework is next reviewed, children and families who have experienced homelessness be added as a priority group.	A response to this recommendation will be reported back to the Committee via the Overview report.	Rachel McKeon, Governance and Scrutiny Support Officer

2. Key Decisions

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

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

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

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

An extract of the most recent Register of Key Decisions, published on **29 December 2023**, containing details of the decisions under the Committee's remit is included below. This is to keep members informed of what decisions are being taken and, where appropriate, include in the work programme of the Committee.

Subject / Decision	Decision Maker	Decision Due Date	Consultation	Background documents	Officer Contact
Corporate Core					
Funding towards City Centre Free Bus (2023/02/07A) To enter into a funding agreement with TfGM for the delivery of the Metroshuttle service offer to residents, businesses and visitors to the City Centre	Strategic Director (Growth and Development)	Not before 22nd Mar 2023		Report to Executive	Pat Bartoli, Director of City Centre Growth and Infrastructure pat.bartoli@manchester.gov.uk
Adoption of a new Economic Strategy for Manchester (2023/09/20A) To adopt a new Economic Strategy as part of the Council's Policy Framework	Executive	15 Nov 2023		The strategy itself plus accompanying report	Peter Norris, Strategy and Economic Policy Manager peter.norris@manchester.gov.uk
Manchester Major Events Commission (2023/10/20A)	City Treasurer (Deputy Chief Executive)	Not before 12th Dec 2023		Briefing Note	John Rooney, Director of Neighbourhood Delivery john.rooney@manchester.gov.uk

<p>To agree the award of contract for the delivery of event services</p>					k
<p>Development and Growth</p>					
<p>39 Deansgate Speakers House - Granting of over-riding lease (2022/04/12A)</p> <p>Approval to the granting of over-riding lease for 250 years with additional land to facilitate redevelopment of the site, as consented under planning application 131314/FO/2021</p>	<p>Strategic Director (Growth and Development)</p>	<p>Not before 11th May 2022</p>		<p>Confidential report and recommendations</p>	<p>Ken Richards, Principal Development Surveyor ken.richards@manchester.gov.uk</p>
<p>Disposal of site of former Chorlton Leisure Centre for residential development (21/05/13A)</p> <p>Approval to the terms for the leasehold disposal of the site of the former Chorlton Leisure Centre for residential development.</p>	<p>Strategic Director (Growth and Development)</p>	<p>Not before 3rd Jul 2023</p>		<p>Report to the Strategic Director of Growth and Development</p>	<p>Mike Robertson, Principal Development Surveyor mike.robertson@manchester.gov.uk</p>
<p>Restructure of existing multiple ground leases at Manchester Science Park into a new overriding single head lease</p>	<p>Strategic Director (Growth and Development)</p>	<p>Not before 1st Sep 2023</p>		<p>Report and recommendations</p>	<p>Mike Robertson, Principal Development Surveyor mike.robertson@manchester.gov.uk</p>

<p>(2021/07/16A)</p> <p>Restructure of existing multiple ground leases at Manchester Science Park into a new overriding single head lease.</p>					
<p>Disposal of the former Gala Bingo, Rowlandsway, Manchester, M22 5RS (2022/05/19A)</p> <p>Approval to the terms for the leasehold disposal of the former Gala Bingo, Rowlandsway, Manchester, M22 5RS.</p>	<p>Strategic Director (Growth and Development)</p>	<p>Not before 19th Jun 2022</p>		<p>Report to the Strategic Director of Growth and Development</p>	<p>Joe Martin, Senior Development Surveyor joe.martin@manchester.gov.uk</p>
<p>This City - new scheme development (2022/06/17B)</p> <p>To give capital expenditure approval to build a mixed development of market and accessible rent properties, initially through the Council before transferring to a Council-owned company during the build.</p>	<p>City Treasurer (Deputy Chief Executive)</p>	<p>Not before 17th Jul 2022</p>		<p>Report and recommendation</p>	<p>David Lynch, Director of Development david.lynch@manchester.gov.uk</p>
<p>Housing Affordability Fund Budget (2022/06/28B)</p>	<p>City Treasurer (Deputy Chief Executive)</p>	<p>Not before 28th Jul 2022</p>		<p>Checkpoint 4 Business Case</p>	<p>Yvette Ryle, Project Manager Yvette.ryle@manchester.gov.uk</p>

<p>The approval of capital expenditure for affordable housing via a dedicated HAF budget.</p>					
<p>This City: Contractor and Design Team Fees (2022/08/10A)</p> <p>To approve capital expenditure for the delivery of This City: Norther Quarter (Postal Street) in order to appoint a contractor under a Pre-Construction Services Agreement to progress work on a mixed development of market and Manchester Living Rent properties until planning permission has been granted.</p>	<p>City Treasurer (Deputy Chief Executive)</p>	<p>Not before 10th Sep 2022</p>		<p>Checkpoint 4 Business Case</p>	<p>David Lynch, Director of Development david.lynch@manchester.gov.uk</p>
<p>Land at Kelbrook Road (2022/11/14A)</p> <p>Approval to dispose of land at Kelbrook Road for development</p>	<p>Strategic Director (Growth and Development)</p>	<p>4 Jan 2023</p>		<p>Report to the Strategic Director – Growth & Development</p>	<p>Thomas Pyatt, Senior Development Surveyor Tel: 0161 234 5469 thomas.pyatt@manchester.gov.uk</p>
<p>Local Authority Housing Fund to obtain and refurbish property for sustainable housing</p>	<p>Executive</p>	<p>Not before 18th Feb 2023</p>		<p>Capital Strategy report</p>	<p>Martin Oldfield, Head of Strategic Housing martin.oldfield@manchester.gov.uk</p>

<p>(2022/01/18A)</p> <p>To approve capital expenditure to obtain and refurbish property in order to provide sustainable housing for those unable to secure their own accommodation under the Afghan Citizen Resettlement Scheme (ACRS), Afghan Relocations and Assistance Policy (ARAP) (collectively referred to as the Afghan Schemes), Ukraine Family Scheme, the Homes for Ukraine and the Ukraine Extension Scheme (collectively referred to as Ukraine schemes).</p>					
<p>Disposal of land at the back of Ancoats, Manchester (2023/03/23A)</p> <p>To approve the disposal of land bounded by Naval Street, Radium Street, Poland Street and Jersey Street</p>	<p>Strategic Director (Growth and Development)</p>	<p>23 Apr 2023</p>		<p>Briefing Note</p>	<p>Bhavesh Chauhan, Principal Development Surveyor bhavesh.chauhan@manchester.gov.uk</p>
<p>The disposal of land at Store Street Manchester (2023/04/25A)</p>	<p>Strategic Director (Growth and</p>	<p>Not before 25th May 2023</p>		<p>Briefing Note</p>	

To approve the disposal of land at Store Street, Manchester.	Development)				
Factory International Works (2023/06/28A) To approve capital funding for Factory International for works to achieve static completion	Executive, City Treasurer (Deputy Chief Executive)	26 Jul 2023		Report to Executive	Rebecca Heron, Strategic Director (Growth and Development) rebecca.heron@manchester.gov.uk
Promotion Agreement for disposal of land (2023/06/29A) To approve the terms agreed for entering into a promotion agreement to dispose of land for residential development	Strategic Director (Growth and Development)	Not before 28th Jul 2023		Delegated approval report to the Strategic Director of Growth and Development	Mike Robertson, Principal Development Surveyor mike.robertson@manchester.gov.uk
Disposal of Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY (2023/07/24A) Approval of terms for disposal of site to facilitate commercial development	Strategic Director (Growth and Development)	Not before 22nd Aug 2023		Report to the Strategic Director of Growth and Development	Joe Martin, Senior Development Surveyor joe.martin@manchester.gov.uk
Disposal of land at Upper Brook Street, Manchester, M13 9XH (2023/07/24B)	Strategic Director (Growth and	Not before 22nd Aug 2023		Report to the Strategic Director of Growth and	Joe Martin, Senior Development Surveyor joe.martin@manchester.gov.uk

Approval of terms for disposal of land to facilitate mixed use development.	Development)			Development	
Disposal of land at Hinchley Road, Charlestown, Manchester, M9 7FG (2023/08/21A) Approval to the freehold disposal of land at Hinchley Road for residential development.	Strategic Director (Growth and Development)	Not before 21st Sep 2023		Report and Recommendation	
Land at 1-7 Gorton Road, M11 (22/08/2023A) Grant a Deed of Variation to the existing lease of land that will consent to subletting and change of use.	Strategic Director (Growth and Development)	Not before 22nd Sep 2023		Report & Heads of Terms	
Disposal of land at Carmoor Road, Manchester, M13 0FB (2023/09/13A) Approval of terms for disposal of land to facilitate development of Purpose Built Student Accommodation.	Strategic Director (Growth and Development)	Not before 12th Oct 2023		Report to the Strategic Director of Growth and Development	Joe Martin, Senior Development Surveyor joe.martin@manchester.gov.uk
Holt Town	Strategic	Not before		Procueemnet	Shelagh McNerney

<p>Neighbourhood Development Framework Procurement of Multi disciplinary team (2023/10/04A)</p> <p>Approval to proceed with the procurement of a multi disciplinary team to produce an Neighbourhood Development Framework for Holt Town</p>	<p>Director (Growth and Development)</p>	<p>2nd Nov 2023</p>		<p>Documents</p>	<p>Shelagh.McNerney@manchester.gov.uk</p>
<p>Disposal of Land at Lord North Street (2023/10/12A)</p> <p>To agree the disposal of land at Lord North Street on a 250-year leasehold interest to facilitate redevelopment for employment use.</p>	<p>Strategic Director (Growth and Development)</p>	<p>Not before 12th Nov 2023</p>		<p>Delegated Decision Report to Head of Development and Director of Strategic Housing & Development</p>	
<p>Disposal of land at the former Central Retail Park site (2023/11/07A)</p> <p>Approval to the disposal of c5.5 acres of the site.</p>	<p>Executive</p>	<p>17 Jan 2024</p>		<p>Report of the Strategic Director of Growth and Development</p>	<p>David Norbury, Strategic Lead Development City Centre david.norbury@manchester.gov.uk</p>
<p>Disposal of land at the junction of Moorcroft Road and Sledmoor Road, Brooklands, Wythenshawe (2023/11/14B)</p>	<p>Strategic Director (Growth and Development)</p>	<p>Not before 13th Dec 2023</p>		<p>Report to the Strategic Director of Growth and Development</p>	<p>Jamie Ferguson, Development Surveyor Jamie.ferguson@manchester.gov.uk</p>

Approval of terms for disposal of land to facilitate affordable residential development.					
Acquisition for Leasehold Investment, Holt Town (2023/11/14C) Approval to the acquisition of a Leasehold Investment for the purposes of Land Assembly re Holt Town NDF	Strategic Director (Growth and Development)	Not before 12th Dec 2023		Report to the Strategic Director (Growth and Development)	
Licence to Sublet and Consent - Manchester Technology Centre / Hatch, Oxford Road, Manchester (2023/12/18B) To approve a licence to sublet and licence to consent to lease variations to existing lease.	Director of Development	Not before 18th Jan 2024		Briefing note	Sam Stabler, Strategic Lead (Community Safety) samantha.stabler@manchester.gov.uk
Neighbourhoods					
Q20516 – Ashton Canal Bridge (2022/11/25B) The works are referred to as: Victoria Northern Eastern Gateway Scheme	Strategic Director (Neighbourhoods), Deputy City Treasurer	27 Feb 2023		Confidential Contract Report and Recommendations	Joshua Ward, Procurement Officer joshua.ward@manchester.gov.uk, Nikoo Nikousokhan, Project Manager nikoo.nikousokhan@mancheste

Phase 3 – Ashton Canal Bridge. Scope of Works comprises the construction of a new bridge and access ramps over the Ashton Canal at New Islington					r.gov.uk
<p>Q20509 - Victoria Northern Eastern Gateway Phase 2 (2022/11/29A)</p> <p>The works are to undertake improvement works along the Victoria North / Eastern Walking and Cycling Route, Phase 2 comprises of one location Rochdale Road / Thompson Street / Oldham Road, the scheme identified as Victoria North / Eastern Walking and Cycling Scheme Phase 2. The works will be undertaken in the following locations: • Area G Rochdale Road and Thompson Street Junction • Area G Thompson Street • Area G Oldham Road, Thompson Street and Sherratt Street Junction • Additional Route Signage</p>	Deputy City Treasurer	Not before 29th Dec 2022		Confidential Contract Report with Recommendations	Joshua Ward, Procurement Officer joshua.ward@manchester.gov.uk
Manchester Cultural Strategy (2023/06/29B)	Strategic Director	Not before 28th Jul 2023		Cultural Ambition 2016	Neil MacInnes, Head of Libraries, Galleries, Culture and

To agree the timetable of a new cultural strategy and the arrangements for the consultation and engagement process that involves the public, cultural sector and stakeholders	(Neighbourhoods)				Youth Services neil.macinnnes@manchester.gov.uk
TC909- Events Production Framework (2023/07/06B) This framework agreement is for future major outdoor events with suitable suppliers. The framework agreement will be for various events throughout the contract period.	Strategic Director (Neighbourhoods)	Not before 6th Aug 2023		Confidential contract report with recommendations	
TC047 - Framework for the Application of Road Marking Materials & Road Studs to Paved Surfaces (2023/07/26A) The appointment of contractors to the framework for the application of road marking materials and road studs to paved surfaces.	Strategic Director (Neighbourhoods)	Not before 23rd Aug 2023		Report and recommendation	Andrew Thompson, Operations Manager andrew.thompson@manchester.gov.uk
TC1111- Highways Maintenance Framework - Network Management	Deputy City Treasurer	Not before 14th Nov 2023		Report and recommendation	Paul Gee, Highways Contracts Manager paul.gee@manchester.gov.uk

<p>(2023/10/17A)</p> <p>The appointment a number of contractors to the Highways Maintenance Framework for</p> <p>Lot 1 - Patching defect repairs (small and large defects) Lot 2 - Highway mobile repairs, includes emergencies during typical business hours, out of hours, nights, and statutory holidays Lot 3 - Highway event support- traffic management, business hours and out of hours Lot 4 - Drainage - cyclical Gully cleansing Lot 5 - Drainage - repairs including improvement works, and as required, culvert, trash screen and water course clearance.</p>					
<p>Award of contract for the delivery of event services (2023/10/10A)</p> <p>To agree the awarding of contract in relation to event services</p>	<p>City Treasurer (Deputy Chief Executive)</p>	<p>Not before 21st Nov 2023</p>		<p>Part B report as decision will be commercially sensitive</p>	<p>John Rooney, Director of Neighbourhood Delivery john.rooney@manchester.gov.uk</p>

Highways					
<p>Highway Investment Patching Defect Repairs additional funds (2022/10/12A)</p> <p>To approve capital expenditure to undertake further areas of highways patching work, the project helps to improve the condition of our highway</p>	City Treasurer (Deputy Chief Executive)	Not before 10th Nov 2022		Checkpoint 4 Business Case	Paul Swann, Team Leader paul.swann@manchester.gov.uk
<p>Q20525 - Active Travel Fund (ATF) City Centre (2023/04/19A)</p> <p>The appointment of a contractor to undertake construction works to improve cycling and walking facilities in Deansgate, Bridgewater Viaduct, Chester Road and Whitworth Street West and facilitate access into the area for businesses and disabled people.</p>	Strategic Director (Neighbourhoods)	Not before 17th May 2023		Report and recommendations	Simon Liversage, Senior Project Manager simon.liversage@manchester.gov.uk
<p>Public Realm Improvements 2023/24 (2023/10/10A)</p> <p>To approve the capital</p>	City Treasurer (Deputy Chief Executive)	Not before 10th Nov 2023		Checkpoint 4 Business Case	Kevin Hicks, Director of Highways Kevin.Hicks@manchester.gov.uk

<p>expenditure for a number of essential Public Realm improvements.</p>					
<p>TC103 - Highways Winter Maintenance - Gritting Contract (2023/10/12B)</p> <p>The appointment of a Provider for the provision of stand by and response services and equipment, for gritting around the city.</p>	<p>Deputy City Treasurer</p>	<p>Not before 12th Nov 2023</p>		<p>Report & Recommendation</p>	

3. Economy and Regeneration Scrutiny Work Programme

Tuesday 9 January 2024, 10.00am (Report deadline Wednesday 27 December 2023 to account for Bank Holiday)

Theme: Highways

Title	Purpose	Executive Member	Strategic Director/Lead Officer	Comments
Road Safety	To receive a report on road safety in Manchester, including road safety around schools.	Cllr Rawlins (Environment and Transport)	Kevin Hicks	Invite Chair of Children and Young People Scrutiny Committee
Highways State of the City Annual Report 2022/23	To receive a report on the Highways Service's performance, key outcomes, and successes achieved in 2022/23 and the challenges going forwards.	Cllr Rawlins (Environment and Transport)	Kevin Hicks	
Pavement Parking	To receive a report on pavement parking and schemes to address this.	Cllr Rawlins (Environment and Transport)	Kevin Hicks	
Overview Report	The monthly report includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.	N/A	Scrutiny Support	

Tuesday 6 February 2024, 10.00am (Report deadline Thursday 25 January 2024)

Title	Purpose	Executive Member	Strategic Director/Lead Officer	Comments
Decarbonising Highways	To provide an update on the context and actions that the Highways service undertake within the workstreams of the Climate Change Action Plan, across Scope 1, Scope 2, and Scope 3 emissions, setting out understanding, goals, levers, challenges, current actions, and planned actions.	Cllr Rawlins (Environment and Transport)	Kevin Hicks	To be confirmed
Manchester International Festival	To receive a report on the 2023 Manchester International Festival. To include the opening of Aviva Studios.	Councillor Rahman/ Councillor Hacking	Neil Fairlamb Neil MacInnes	Invite John McGrath and Randel Bryan from MIF
Culture Update	To receive an update on Culture including the results of the Cultural Impact Survey, including the economic impact of cultural organisations and an overview of key projects and the Council's investments.	Cllr Rahman (Statutory Deputy Leader)	Neil Fairlamb Neil MacInnes Thorsten Mayer	
Cultural Strategy	To consider the proposed new Cultural Strategy.	Councillor Rahman	Neil Fairlamb Neil MacInnes Sarah Elderkin	
Tourist accommodation and short-term lets	To receive a report on tourist accommodation, including short-term lets. To focus on both regulating the use of short-term lets and on what additional supply of accommodation can be put in place as an alternative, including information on who is using short-term lets and what they are looking for in their accommodation.	Councillor White	Becca Heron David Lynch	See 18 July 2023 minutes
Revenue Budget Update	To receive a report on the financial challenge facing the Council, the latest forecast position, and the next steps.	Cllr Akbar (Finance and Resources)	Carol Culley Tom Wilkinson	
Growth and Development 2024/25	Consideration of the final 2024/25 budget proposals that will go onto February Budget Executive and	Cllr Craig (Leader)	Carol Culley Tom Wilkinson	

Budget Proposals	Scrutiny and March Council.	Cllr Hacking (Skills, Employment and Leisure) Cllr White (Housing and Development) Cllr Rawlins (Environment and Transport)	Becca Heron Paul Hindle	
Overview Report	The monthly report includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.	N/A	Scrutiny Support	

Tuesday 5 March 2024, 10.00am (Report deadline Thursday 22 February 2024)

Title	Purpose	Executive Member	Strategic Director/Lead Officer	Comments
Support for Businesses	To receive a report on the support offered by the Manchester Growth Company and the Council to support businesses in Manchester to set up and grow. To include information on the Shared Prosperity Fund and future funding opportunities.	Cllr Hacking (Skills, Employment and Leisure)	Becca Heron Angela Harrington	Invitation to the Growth Company
LTE Group update	To receive an update from the LTE Group on its performance and strategy.	Cllr Hacking (Skills, Employment and Leisure)	John Thornhill LTE Group Angela Harrington	
Manchester Adult Education Service (MAES) Update	To receive an update from Manchester Adult Education Service on performance and outcomes.	Cllr Hacking (Skills, Employment and Leisure)	Brian Henry	
Work and Skills Strategy 2022-27 Update	To receive an update on the Council's Work and Skills Strategy, which sets out how the Council will use learning and employment to meet the Our Manchester Strategy vision of being a more highly skilled city, and how it will help create a more inclusive and zero-carbon economy in Manchester where more residents are connected to the city's success. To include an update on the development of the MBacc and information on the Shared Prosperity Fund and future funding opportunities. To also include information on Work and Skills interventions in relation to the Oxford Road Corridor.	Cllr Hacking (Skills, Employment and Leisure)	Angela Harrington	See 7 November 2023 minutes
Overview Report	The monthly report includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.	N/A	Scrutiny Support	

Items to be scheduled

Item	Purpose	Lead Executive Member	Lead Officer	Comments
Food Poverty	To receive a report on how the Council is addressing and trying to mitigate food poverty, with particular reference to the Food Grant scheme and the decision-making behind it.	Cllr Midgley	Shefali Kapoor	This is being incorporated into broader reports on poverty and the cost of living crisis. (See September 2023 minutes ERSC/23/37 Making Manchester Fairer)
Local Plan Update	To receive a report on the development progress of the Local Plan. The Manchester Local Plan guides development within Manchester. It was previously known as the Local Development Framework.	Cllr White	Julie Roscoe	June/July 2024 (TBC)
Piccadilly Gardens	To receive an update on the proposed redesign of Piccadilly Gardens.	Cllr White (Housing and Development)	Becca Heron Pat Bartoli	To be considered in the 2024/2025 municipal year.
Update on Public Transport	To receive an annual update from TfGM on public transport.	Cllr Craig (Leader) Cllr Rawlins (Environment and Transport)	Pat Bartoli Hayley Fails	Invite TfGM. To be considered in the 2024/2025 municipal year.
Manchester Housing Strategy (2022-2032) - Annual Monitoring Report	To receive an update on this work in the 2024/25 municipal year.	Cllr White (Housing and Development)	Becca Heron David Lynch	To be considered in the 2024/2025 municipal year.
The Council's role as	To receive a report on the Council's role as a Good	Cllr White	Becca	See minutes from 18

a Good Landlord	Landlord.	(Housing and Development)	Heron David Lynch	July 2023.
District Centres	To receive an update report in the next municipal year, including a deep dive comparison between a district centre which has a Development Framework and one which is being proactively supported by the Neighbourhood Team.	Cllr White (Housing and Development)	Becca Heron David Lynch	See minutes from 16 October 2023.
Strategic Regeneration Frameworks	To request a further report on the evaluation and monitoring of SRFs.	Cllr White (Housing and Development)	Becca Heron Pat Bartoli David Lynch	See minutes from 16 October 2023.
Fairer Access to Finance	To receive a report on Fairer Access to Finance.	Councillor Midgley (Deputy Leader)	Becca Heron Angela Harrington	See minutes from 16 October 2023.
Manchester Airport	To receive a further report in the 2024/2025 municipal year.	Cllr Craig (Leader)	Becca Heron	See minutes from 5 December 2023.
Strategic Rail Plan	To receive a report on the Strategic Rail Plan.	Cllr Craig (Leader)	Pat Bartoli Andrew Dixon	See minutes from 5 December 2023.