



Executive

Date: Wednesday, 26 June 2019

Time: 10.00 am

Venue: Council Antechamber - Level 2, Town Hall Extension

Everyone is welcome to attend this committee meeting.

Access to the Council Antechamber

Public access to the Antechamber is via the Council Chamber on Level 2 of the Town Hall Extension, using the lift or stairs in the lobby of the Mount Street entrance to the Extension. That lobby can also be reached from the St. Peter's Square entrance and from Library Walk. **There is no public access from the Lloyd Street entrances of the Extension.**

Filming and broadcast of the meeting

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

Membership of the Executive

Councillors

Leese (Chair), Akbar, Bridges, Craig, N Murphy, S Murphy, Ollerhead, Rahman, Stogia and Richards

Membership of the Consultative Panel

Councillors

Karney, Leech, M Sharif Mahamed, Sheikh, Midgley, Ilyas, Taylor and S Judge

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

Agenda

- 1. Appeals**
To consider any appeals from the public against refusal to allow inspection of background documents and/or the inclusion of items in the confidential part of the agenda.
- 2. Interests**
To allow Members an opportunity to [a] declare any personal, prejudicial or disclosable pecuniary interests they might have in any items which appear on this agenda; and [b] record any items from which they are precluded from voting as a result of Council Tax/Council rent arrears; [c] the existence and nature of party whipping arrangements in respect of any item to be considered at this meeting. Members with a personal interest should declare that at the start of the item under consideration. If Members also have a prejudicial or disclosable pecuniary interest they must withdraw from the meeting during the consideration of the item.
- 3. Minutes**
To approve as a correct record the minutes of the meeting held on 13 March 2019. 5 - 20
- 4. Greater Manchester Transport Committee - Executive Functions** **All Wards**
21 - 60

The report of the City Solicitor is attached
- 5. Delegation of Executive Functions to the Executive and Council Officers** **All Wards**
61 - 66
The report of the City Solicitor is attached
- 6. Revenue Outturn Position 2018/19** **All Wards**
67 - 84
The report of the City Treasurer (Deputy Chief Executive) is attached
- 7. Capital Programme Outturn Position 2018/19** **All Wards**
85 - 136
The report of the City Treasurer (Deputy Chief Executive) is attached
- 8. Capital Programmes Update**
The report of the City Treasurer (Deputy Chief Executive) **will follow**
- 9. Living Wage Accreditation** **All Wards**
137 - 146
The report of the City Treasurer (Deputy Chief Executive) is attached
- 10. Former Boddingtons Brewery Site - Strategic Regeneration Framework (SRF) Addendum** **Cheetham; Piccadilly**
147 - 158
The report of the Strategic Director (Development) is attached

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| <p>11. Knott Mill Masterplan
The report of the Strategic Director (Development) is attached</p> | <p>Deansgate
159 - 170</p> |
| <p>12. Proposed City of Manchester (Ben Street) Compulsory Purchase Order 2019
The report of the Strategic Director (Development) will follow</p> | <p>Clayton and Openshaw</p> |
| <p>13. Proposed City of Manchester (20 Ilk Street and 22 Alpine Street, Clayton) Compulsory Purchase Order 2019
The report of the Strategic Director (Development) is attached</p> | <p>Clayton and Openshaw
171 - 206</p> |
| <p>14. Northern Gateway Strategic Acquisition
The report of the Strategic Director (Development) is attached</p> | <p>Cheetham;
Harpurhey;
Miles Platting
and Newton
Heath;
Piccadilly
207 - 212</p> |
| <p>15. Decision Agreed by GMCA
The Decision Notices for the meetings of the GMCA on 1 March and 31 May are attached</p> | <p>213 - 232</p> |
| <p>16. Exclusion of the Public
The officers consider that the following items contains exempt information as provided for in the Local Government Access to Information Act and that the public interest in maintaining the exemption outweighs the public interest in disclosing the information. The Executive is recommended to agree the necessary resolutions excluding the public from the meeting during consideration of these items. At the time this agenda is published no representations have been that this part of the meeting should be open to the public.</p> | |
| <p>17. Proposed City of Manchester (Ben Street) Compulsory Purchase Order 2019 (PART B)
The report of the Strategic Director (Development) will follow</p> | <p>Clayton and Openshaw</p> |
| <p>18. Proposed City of Manchester (20 Ilk Street and 22 Alpine Street, Clayton) Compulsory Purchase Order 2019 (PART B)
The report of the Strategic Director (Development) is attached</p> | <p>Clayton and Openshaw
233 - 240</p> |
| <p>19. Northern Gateway Strategic Acquisition (PART B)
The report of the Strategic Director (Development) is attached</p> | <p>Cheetham;
Harpurhey;
Miles Platting
and Newton
Heath;
Piccadilly
241 - 262</p> |

Information about the Executive

The Executive is made up of ten Councillors: the Leader and two Deputy Leaders of the Council and seven Executive Members with responsibility for: Children Services; Finance & Human Resources; Adult Services; Schools, Culture & Leisure; Neighbourhoods; Housing & Regeneration; and Environment, Planning & Transport. The Leader of the Council chairs the meetings of the Executive

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

It is the Council's policy to consult people as fully as possible before making decisions that affect them. Members of the public do not have a right to speak at meetings but may do so if invited by the Chair.

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

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

Further Information

For help, advice and information about this meeting please contact the Committee Officer:
Donald Connolly
Tel: 0161 2343034
Email: d.connolly@manchester.gov.uk

This agenda was issued on **Tuesday, 18 June 2019** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Mount Street Elevation), Manchester M60 2LA

Executive

Minutes of the meeting held on Wednesday, 13 March 2019

Present:

Councillors: Akbar, Bridges, Craig, N Murphy (in the Chair for part of the meeting), S Murphy (in the Chair for part of the meeting), Ollerhead, Rahman, Stogia and Richards

Also present as Members of the Standing Consultative Panel:

Councillors: Karney, Leech, Sheikh, Midgley, Ilyas, Taylor and S Judge

Apologies: Councillor Leese and M Sharif Mahamed

Exe/19/28 Minutes

The minutes of the meeting of the Executive on 13 February 2019 were confirmed as a correct record.

Exe/19/29 Greater Manchester Clean Air Plan: Tackling Nitrogen Oxide Exceedances at the Roadside - Outline Business Case

In February 2018 we had noted the emerging content of the Draft Clean Air Plan and the GM Mayor's Congestion Plan (Minute Exe/18/022). The origin of that work had arisen from the Government's approach to improving air quality. In July 2017, the Government had published its latest plans to improve air quality and to achieve compliance with legislation across the country. Under that plan a number of local authorities were required to produce Clean Air Plans containing measures to address the Nitrogen Dioxide (NO₂) problem in their area. Included in that were seven authorities in greater Manchester: Manchester, Bolton, Bury, Salford, Stockport, Tameside and Trafford. A further direction was issued in 2018 that related to a further 33 local authorities, including Oldham in Greater Manchester. Whilst Rochdale and Wigan Councils were not compelled to act through a ministerial Direction, they each agreed to participate in the Greater Manchester-wide approach under the leadership of the Greater Manchester Combined Authority. On this basis, Greater Manchester's collective approach to develop a city-region wide Clean Air Plan had been accepted by government, and consequently no further ministerial Directions had been issued. A letter from the Minister in January 2019 required GM's collective Outline Business Case to address Nitrogen Dioxide be submitted to Government by end of March 2019.

A joint report submitted to this meeting by the Deputy Chief Executive and the City Solicitor explained the further work that had been done at the Greater Manchester level on a Clean Air Plan Outline Business Case. It also explained that the collective plan had to be accepted and adopted by each of the individual councils in Greater Manchester, or that council would face legal action if it did not then have its own

Outline Business Case to present instead of being a party to the GM collective case. The report therefore proposed that the Executive adopt and approve the feasibility study and Outline Business Case (OBC) to reduce NO₂ exceedances in Manchester and across Greater Manchester in the shortest possible time.

The report described the process that had been followed to develop the GM approach and the GM feasibility study. It had been agreed that a GM-wide approach was needed so as to avoid the risk of measures being taken in one district that just displaced pollution to another part of the city-region.

In their National Plan the Government had identified the areas of road within Greater Manchester where the national Pollution Climate Mapping (PCM) model predicted NO₂ concentrations were likely to exceed the statutory NO₂ annual mean EU Limit Value beyond 2020. The local modelling that had since been done had identified 152 stretches of road and road links where concentrations of NO₂ were forecast to exceed the legal Limit Value (40 µg/m³) beyond 2020. Some 112 of these road links were in the national PCM model, which have the highest car use and heavy freight flows. The other 40 were shorter stretches of local roads, often around town centres across Greater Manchester where there was greater bus, taxi and van usage.

The outcome of the local modelling was an agreement on the NO₂ exceedances that Greater Manchester must resolve when developing possible solutions. That agreement was referred to as Target Determination. The Greater Manchester modelling had now been agreed by Government, meaning that all the illegal exceedances in all ten GM local authority areas needed to be addressed within the plans.

The report explained that in the approach taken to develop the options for Greater Manchester the core goal was to address the legal requirement to remove all exceedances of concentrations of NO₂ that were forecasted to exceed the legal Limit Value (40 µg/m³) identified through the target determination process in the “shortest possible time” in line with Government guidance and legal rulings. The possible options had therefore been assessed against the UK Government’s Primary Critical Success Factors:

- reduction in NO₂ emissions: the likelihood that the option will contribute significantly to a reduction in NO₂ concentrations to achieve compliance with the EU Limit Values; and
- feasibility – the likelihood of measure being implemented in time to deliver desired NO₂ reduction and achieve compliance.

Further refinement of options was then made using the Government’s secondary critical success factors:

- Strategic fit with local strategies and plans - ensuring the alignment of the option with longer term economic, social and environmental goals and that the risk of unintended consequences is minimised.
- Value for money - a high-level indication of the costs and benefits of each option.
- Distributional impact - in order to understand the potential impacts, both positive and negative on different groups within society, with a particular focus on the most vulnerable. It is of vital importance that the plan does not result in

disproportionately negative economic or social impacts for the region or those living, working or doing business within it.

- Deliverability - the affordability of the cost of implementation, the supply-side capacity and capability to deliver the measures outlined in the options, and the achievability of delivering the option.

The report went through the option assessment, analysis and refinement process. It explained how all the initial options had been evaluated and presented those that had emerged as being the most likely to achieve the stated core goal. A detailed assessment of the best performing options was appended to the report. The report also explained why other possible options had been discounted. The option that had emerged from this work as that most likely to succeed was referred to as 'Option 8'. It was shown to involve less risk than the others, could be delivered at a lower cost and so was more affordable. Option 8 was for a Greater Manchester-wide Clean Air Zone (CAZ) to be introduced in two phases:

- Phase 1: (from 2021) daily penalty for non-compliant HGVs, buses and coaches, taxis and private hire vehicles
- Phase 2: (from 2023) expanding to non-compliant LGV vans and minibuses

Non-complaint polluting vehicles would pay a penalty charge for each day they were in the CAZ boundary. The proposed penalties were:

Vehicle Type	CAZ Penalty
Taxi / PHV	£7.50
LGV	£7.50
HGV	£100
Bus/Coach	£100

As well as cars, the following vehicles wouldn't be liable for a penalty payment as their engines were cleaner, meeting these standards:

- Bus/HGV – Diesel Euro 6 engine (from 2013)
- Van and minibus – Diesel Euro 6 (from 2016)
- Motorbike/moped – Petrol Euro 3 (from 2007)
- Taxis and private hire vehicles – Diesel Euro 6 (2015 onwards)
- Taxis and private hire vehicles – Petrol Euro 4 (2005 onwards)

The report explained that the decision to not include private cars in the CAZ stemmed from particular concerns over the potential impact that including cars would have on low income car-dependent workers, small businesses, and city centre retail.

The report then examined the steps that would have to be taken to implement the proposals and the level of financial support needed from Government for it to be successful. Funding would be needed to help local businesses and sole traders, the voluntary sector, private hire and taxi operators, and bus companies upgrade to compliant vehicles. The possibility of providing support by means of low-cost loans to businesses and taxi or private-hire operators was being further examined.

The report set out the next steps to be taken to progress the Clean Air Plan. Subject to the approval of each of the ten GM local authorities, this Outline Business Case was to be submitted to Government within the required deadline of 31 March 2019.

The Government's response was expected 6-8 weeks after submission. Next, a public 'conversation' was being proposed, to run between early May and mid-June (for six weeks) to help further inform the work. That would supplement stakeholder engagement that was ongoing with affected businesses. In addition, further deliberative research was proposed to take place during March and April. These forms of engagement and dialogue would all inform the further development and detailed design of the measures identified in the OBC, to refine the proposals that were to comprise the Full Business Case. Then, as required by Transport Act 2000, a statutory consultation relating to the proposed introduction of a charging Clean Air Zone was proposed to run between August and October 2019. Subject to approval by the GMCA and the 10 districts, a Full Business Case could be submitted to Government by the end of 2019.

It was noted that a recent meeting the Neighbourhoods and Environment Scrutiny Committee had also considered the report and had endorse its recommendations (Minute NESC/19/16).

The report was welcomed and the proposals within it agreed.

Decisions

1. To note that the Council is legally obliged to produce a feasibility study to identify the option which will deliver compliance with the requirement to meet legal limits of nitrogen dioxide following the Secretary of State issuing a direction under the Environment Act 1995.
2. To adopt the feasibility study undertaken to date.
3. To approve the Outline Business Case for submission to the government's Joint Air Quality Unit.
4. To note that further stakeholder engagement and public consultation is an essential part of the process to help inform and refine ongoing work to produce a Full Business Case by the end of the calendar year.
5. To approve the commencement of the public conversation and engagement activity from 15 May 2019.
6. To note that further reports will be submitted to Executive on:
 - a) the proposals for statutory consultation, informed by the outcome of the public conversation and engagement.
 - b) formal approval of the Full Business Case.
7. To agree that Transport for Greater Manchester continue with the activity to produce the Full Business Case on behalf of the ten Greater Manchester authorities, under the direction of the Greater Manchester Clean Air Steering Group.

8. To delegate to the Chief Executive, in consultation with the Executive Member for Transport, Planning and the Environment the approval of submission of supplementary information.

Exe/19/30 Manchester Zero Carbon 2038 - Manchester City Council's Commitment

In February 2008 we approved 17 Principles of Tackling Climate Change in Manchester and committed the City to becoming low carbon by 2020 (Minute Exe/08/27). In January 2009 we had gone on to adopt the “Call to Action” that sought to inspire and enable stakeholders to become fully engaged in the need to undertake mainstream activities in different ways to reduce carbon (Minute Exe/09/4). In February 2014 we had approved the Climate Change Action Plan (CCAP) for 2014/15 to 2016/17 (Minute Exe/14/22). In 2015 that plan was extended to run until 2017/18 (Minute Exe/15/034). In November 2018 we had adopted the Tyndall Centre’s proposed targets and definition of zero carbon on behalf of the city. We also committed to developing a draft action plan by March 2019, and a final detailed plan by March 2020, setting out how the city will ensure that it stays within the proposed carbon budget (Minute Exe/18/101).

A report now submitted by the Head of City Policy sets out a framework for future action to achieve the targets set in 2018. The report also described the progress that has been made since November 2018 and the Council’s contribution to achieving the targets.

The report explained the recent work of the Manchester Climate Change Board (MCCB) on the development of a draft framework for the city for 2020-38 and an action plan for 2020-2022. A copy of the framework and draft action plan was appended to the report.

The MCCB had also developed a methodology to assist organisations across the city to develop an action plan from 2020 to 2022. The methodology being recommended to organisations was:

- measure emissions,
- set science-based targets,
- explore the ‘how’,
- enhance business case,
- develop action plans.

The report also explained that MCCB had engaged with the 10 ‘pioneer’ organisations that had signed up to the zero carbon 2038 ambitions:

- MAST (Manchester Arts Sustainability Team);
- Bruntwood;
- Faith Network (Our Faith, Our Planet);
- Healthcare (NHS);
- Manchester City Council;
- Manchester City Football Club;
- Manchester Housing Providers Partnership;

- Manchester Metropolitan University;
- University of Manchester;
- Electricity Northwest.

Those pioneers had been tasked with developing individual action plans from 2020 to 2022 detailing how they would contribute to the overall carbon saving required.

In a similar way, the report set out how the Council would work to develop a new Climate Change Action Plan (CCAP) to replace the existing CCAP that was first adopted in 2014.

It was noted that a recent meeting the Neighbourhoods and Environment Scrutiny Committee had also considered the report and had endorse its recommendations (Minute NESC/19/17).

The proposals were agreed.

Decisions

1. To endorse the draft Manchester Zero Carbon Framework, as appended to the report, as the city's overarching approach to meeting its science-based climate change targets over the period 2020-38, as part of the wider Our Manchester policy framework.
2. To commit to work with partners to develop the final Framework and Action Plan for 2020-22, by March 2020 at the latest.
3. To commit to implement the Council's actions for 2019/20, as set out in Appendix 2 of the report.
4. To commit to produce a detailed action plan for the Council's climate change work during 2020-22, in terms of direct, organisational emissions and also the influencing and enabling role that the Council can play through its planning, procurement, regulatory and other powers.
5. To commit to work with partners to secure the resources the city requires to commence full implementation of the Framework 2020-38 and Action Plan 2020-22, from April 2020.

Exe/19/31 Capital Programme Update

A report concerning requests to increase the capital programme was submitted. We agreed to recommend two changes to the Council, and to make a further six changes under delegated powers. These eight changes would increase the capital budget by £4.22m, financed by the use of a mixture of reserves, borrowing, grants and the Capital Fund.

Decisions

1. To recommend that the Council approve the following changes to Manchester City Council's capital programme:
 - (a) ICT – End User Experience. A capital budget allocation and transfer of £4.193m from the ICT Investment Plan budget is requested, funded by borrowing.
 - (b) ICT – Wi-Fi Business Case. A capital budget allocation and transfer of £1.468m from the ICT Investment Plan budget is requested, funded by borrowing.
2. Under delegated authority to approve the following changes to the City Council's capital programme:
 - (c) Strategic Development – Proud Trust Sidney Street. A capital budget increase of £0.250m is requested, funded from Capital Fund.
 - (d) Housing – European Regional Development Fund (ERDF) Ground Source Heat Pump. A capital budget increase of £3.704m is requested, funded from ERDF Grant (£1.458m) and HRA Reserves (£2.246m).
 - (e) Corporate Core – Manchester Jewish Museum Loan. . A capital budget increase of £0.290m is requested, funded from Capital Fund.
 - (f) Strategic Development – Silk Street NMNB 3 Programme. A capital budget increase of £0.500m is requested, funded from HRA reserves.
 - (g) ICT – FLARE Case Management System Replacement. A capital budget decrease of £0.440m is requested and approval of a corresponding transfer of £0.440m to the revenue budget, funded by capital fund.
 - (h) Corporate Core – Capital Programme's PMO Software solution. A capital budget decrease of £0.084m is requested and approval of a corresponding transfer of £0.084m to the revenue budget, funded by capital fund.

Exe/19/32 Relocation of Leaving Care Services to Seymour Road

A report from the Strategic Director of Children and Education Services explained that an opportunity had arisen for the Leaving Care Service to have an innovative and fit for purpose location in Crumpsall. This opportunity would require the current Leaving Care Service base to transfer from Moss Side to Crumpsall. Capital investment would be needed to convert the former children's home on Seymour Road, Crumpsall to be a fit for purpose base that would include supported accommodation and trainer flats. The inclusion of supported accommodation and trainer flats would make an important contribution to preparing care leavers for adulthood whilst at the same time delivering a year on year financial saving.

The existing base for the service, “The Curve”, was located in Moss Side in a City Council owned building. This building was in need of a significant amount of work in order for it to be fit for purpose and meet the service expectations. The Council’s Corporate Estates Team had instead identified a suitable property in the estate that could be converted to provide a new base for the Leaving Care Service. The property, on Seymour Road in Crumpsall, would provide approximately 520 square meters of accommodation over two floors. The estimated capital budget for the conversion works was £1m to £1.2m. The report explained that alternative properties had been considered but the condition and configuration of the Seymour Road property, which had been designed as a residential home for children, would provide the best potential for a cost-effective refurbishment to relocate out of the “The Curve”. Work on an alternative use for the existing base would proceed if this relocation was approved by the Council.

The proposals were agreed.

Decisions

1. To approve the relocation of the Leaving Care Service from 36 Monton Street, Moss Side to Seymour Road, Crumpsall;
2. To recommend that the Council approve a capital allocation of up to £1.2m to cover any unforeseen costs, funded by prudential borrowing; and
3. To recommend that the Council delegate authority to Deputy Chief Executive and City Treasurer, in consultation with Executive Member for Finance and Human Resources, to set the final budget for the project, the capital allocation and the borrowing.

Exe/19/33 Great Northern Warehouse Strategic Regeneration Framework Update 2019 Consultation

The Great Northern site comprises a former railway goods warehouse and sidings, which were converted into a leisure development in the late 1990’s. The warehouse is Grade II* Listed. It is adjoined to a modern extension on the south of the site, which contains the cinema complex and car parking. To the west of the site is a long terrace of Grade II Listed shops with offices above. In July 2016 we had endorsed the principles set out in a draft Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework (SRF) and requested that the Chief Executive to undertake a public consultation exercise on the draft SRF (Minute Exe/16/093). In February 2017 we had considered the outcome of that consultation and endorsed the principles in the revised Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework (Minute Exe/17/044). In December a proposed revision to that Framework 2018 had been considered and it had been agreed that there should be public consultation on the draft of the revised Framework (Minute Exe/18/113). A report now submitted by the Strategic Director (Development) set out the outcome of that consultation and proposed that the revised Framework be adopted.

The revised SRF had proposed the inclusion of additional commercial office space in place of an element of the previously envisaged residential use. The creation of office space as opposed to residential development within the listed warehouse would have a reduced impact on the Grade II* Listed building and reveal more of its historical significance.

The report explained that the consultation had run for six weeks, closing on 25 February 2019. Consultation letters had been sent out to 1,542 local residents, landowners, businesses and stakeholders, informing them about the public consultation, how to participate, and engage in the consultation process. The draft Framework had also been made available on the Council's website, and comments had been invited.

Three responses to the consultation had been received: two from residents and the third from a statutory consultee: United Utilities specifically relating to water and waste water management. One of the residents had been generally supportive of the proposed change, another was concerned about the potential impact on neighbouring residential blocks being overlooked by the new offices.

The report set out the proposed responses to the issues raised by the three consultees and how they would be addressed as more detailed plans were brought forward for planning permission. It was not felt that any changes to the draft SFR were required to respond to the matters that had been raised. That was agreed and the SRF was approved.

Decisions

1. To note the outcome of the public consultation on the draft updated Development Framework for the Great Northern Warehouse.
2. To approve the updated 2019 Great Northern Warehouse Strategic Regeneration Framework and request that the Planning and Highways Committee take the Framework into account as a material consideration when considering planning applications for the site.

Exe/19/34 Update to the Christie Regeneration Framework

In June 2014 the Christie Strategic Planning Framework (SPF) had been considered approved (Minute Exe/14/055). A report now submitted by the Chief Executive sought endorsement of a draft addendum to the Framework in order to provide a context for the redevelopment of the fire-damaged Paterson Building within the Christie site. That building had not been encompassed with the SPF when it was approved in 2014.

A fire in April 2017 had caused substantial damage to the Paterson Building. A review of refurbishment options had revealed that it would not be possible to repair and retain the building and that it will need to be demolished. The purpose of the proposed addendum to the SPF was to help establish how the size, form and mass of a new building would be dictated by the core cancer research functions to be

accommodated inside it. It would also show how a bespoke architectural solution could ensure that floor layouts and vertical arrangements meet the specialist research, healthcare and collaboration needs, with individual labs adjacent both horizontally and vertically to allow the speed and ease of movement of people.

Appended to the report was a copy of the draft of the proposed addendum to the SPF. At the meeting it was explained that since the meeting papers had been published small revisions to the diagrams and text of the draft had been made, affecting only parts of pages 26 and 27 in the originally published version. Copies of the corrected version of those two pages had been made available to the members and the public at the meeting so they could consider the corrections that had been made.

It was explained that the intention was for there to now be a period of public consultation on the draft document, with the outcome of that consultation reported to a future meeting, along with any amendments to the draft that arose from the consultation, or for other reasons.

The meeting was addressed by Councillor A Simcock, the Chair of the Christie Neighbourhood Forum, a ward Councillor for Didsbury East Ward, and a member of the hospital's Council of Governors. Councillor Simcock commended the proposed addendum to the Framework. He spoke of the hospital's ambition be one of the finest centres for cancer research and treatment in the world, and explained how the redevelopment of the fire-damaged Peterson Building would help further those ambitions.

Members welcomed the proposals to further the success of the Christie Hospital as a world-class centre for cancer care and cancer research, and accepted the reasons given why this was being taken forward by way of an addendum to the existing SPF, rather than by means of a review of the entire SPF.

Having considered the draft of the proposed addendum to the SPF, and the corrections made since the papers had first been published, it was agreed that there should be public consultation on the draft document.

Decisions

1. To endorse, in principle, an addendum to the Christie SPF to provide a context for the future development of the Paterson site.
2. To request officers to consult local residents, businesses and stakeholders on the addendum and report back to the Executive on the outcome of the consultation.

Exe/19/35 Eastlands Regeneration Framework Update

Councillor Richards declared a personal interest in this item as a member of the Board of One Manchester.

In March 2017 a draft of the 2017 Eastlands Regeneration Framework had been considered and endorsed as the basis of further consultation with local stakeholders and landowners (Minute Exe/17/049). In December 2017, having considered the outcome of the consultation that draft had been approved and adopted (Minute Exe/17/151). As an element of the SRF, in December 2018 we had endorsed a draft Masterplan for the Etihad Campus Sport and Innovation Zone as a basis for consultation (Minutes Exe/18/083 and Exe/18/086).

A report submitted by the Chief Executive explained that since the Framework had been adopted in 2017 the economic environment of the city had continued to change and improve, and that the profile of Manchester, and of the ambitions for the Etihad Campus was now attracting significant interest from investors looking to develop major sports, leisure and recreation opportunities. To address these changes a new Regeneration Framework had been drafted to seek to provide further guidance for the next generation of private and public investment that will realise the overall ambitions for Eastlands and the wider East Manchester area. A copy of the draft Framework as appended to the report.

The draft would seek to respond to the increasing interest from national and international investors who were evaluating the Etihad Campus as a location for new entertainment and leisure offers. The report highlighted one such opportunity: a new large indoor arena with a capacity in excess of 20,000. International investors and operators were seeing Manchester as one of the few cities in Europe with the ability to successfully host more than one large arena. It was known that these investors were evaluating locational options and were addressing the detailed business case for such an investment with a view to selecting a site and bringing forward development proposals. As well as that, other facilities were being seen by investors and operators as being potentially viable propositions including a multiplex cinema, an expanded food and beverage offer, and hotel development.

The report also explained that the redrafting of the Framework was an opportunity to build upon the sporting success of the Etihad Campus to increase the area's sporting strengths. With the planned investment by the Manchester Metropolitan University, the Etihad Campus was to become a home of global and national sports organisations where sports centres of excellence would thrive. Therefore, the promotion of new business and employment opportunities could potentially secure a new Sports-Tech cluster within the defined Sport and Innovation Zone, and also benefit the wider area.

The Ancoats, New Islington and Holt Town neighbourhoods were becoming increasingly established as locations for small creative and tech-based companies. There were emerging demands for space within the area for small businesses throughout the creative technology sector. There was also demand for larger developments and new live / work models. The draft Framework therefore proposed that the Eastlands area should now be planned to take this business growth further by supporting activity in these neighbourhoods, in particular building upon the emerging MXM flexible workspace scheme being brought forward on Pollard Street.

The report also addressed the opportunities to expand the housing offer in the area by providing affordable homes along with higher value homes to promote diversity.

Opportunities for new affordable housing in areas such as Beswick, Riverpark Road, Clayton, Miles Platting and New Islington must be secured to provide the opportunities for all residents to fully capture the benefits of growth to be found in the Eastlands area as well as the rest of the city.

It was explained that the intention was for there to be a period of public consultation on this new draft. That was agreed.

Decisions

1. To endorse the draft 2019 Eastlands Regeneration Framework as a basis for a public consultation exercise.
2. To request the Chief Executive undertake a public consultation exercise on the Regeneration Framework with local stakeholders.
3. To request that a further report be brought forward, following the public consultation exercise, setting out the comments received.

Exe/19/36 Sale of Plot E, Birley Fields, Hulme

A report by the Strategic Director (Development) sought approval for the disposal of a plot of land by way of a 250-year agreement for lease and development lease to UK Fast Properties Ltd for the expansion of their business operations. The plot was adjacent to an existing facility operated by UK Fast. This expansion would allow UK Fast to maximise the potential and connectivity of the wider site by creating a campus style development. It was hoped that this would deliver 300 additional jobs. Further expansion of the campus could follow in future phases, creating more jobs. The site would be disposed of at market value with an anticipated capital receipt of £2.45m to the Council. The proposal was agreed.

Decisions

1. To approve the proposal to dispose of land at Plot E Birley Fields under a 250-year lease to UK Fast Properties Ltd for the expansion of the business operations on the main terms outlined in the body of the report.
2. To delegate Authority to the Strategic Director (Development) in consultation with the Leader and the Deputy Leader with the Corporate Property portfolio to negotiate and agree the detailed final terms of the transaction.
3. To authorise the City Solicitor to complete the necessary paperwork to give effect to the proposal.

Exe/19/37 Annual update on use of Regulation of Investigatory Powers Act 2000 ('RIPA')

A report from the City Solicitor was considered that advised us on the Council's use of the Regulation of Investigatory Powers Act (2000) (RIPA) between 1 July 2017 and 30 June 2018. In that period the Council had used covert directed surveillance once. That related to a test purchase into the alleged storage and sale of alcohol without a licence contrary to section 136 and section 138 of the Licensing Act 2003. The Council has not used RIPA powers to obtain communications data.

The report also proposed minor changes to the "Regulation of Investigatory Powers Act 2000 ("RIPA") Corporate Policy and Procedures" document. A copy of the revised document was appended to the report, highlighting the proposed changes. The revised policy and procedures were agreed.

Decisions

1. To approve the minor revisions to the Council's RIPA Policy appended to the report.
2. To note the Council's one use of RIPA for the period 1 July 2017 to 30 June 2018.

Exe/19/38 Notice of the decisions agreed at the AGMA meeting held on 15 February 2019

Decision

To note the decisions for the meeting of the GMCA on 13 February 2019.

Exe/19/39 Former Boddingtons Brewery Site - Strategic Regeneration Framework (SRF) Addendum

Councillor N Murphy in the Chair.

Councillor S Murphy withdrew from the meeting having declared a pecuniary interest in this matter as the Chair of the Board of the LTE Group. Councillor Akbar also left the meeting prior to this item of business being considered.

In October 2007 we had endorsed a development framework for the former Boddingtons Brewery Site. That framework had proposed the creation of a vibrant employment led mixed use neighbourhood with an enhanced townscape, high quality pedestrian linkages to and through the site and the development of low energy use buildings (Minute Exe/07/122). To seek to secure the appropriate redevelopment of this area, in June 2015 we had endorsed a new Development Framework for the former Boddingtons site and agreed that it be the subject of public consultation (Minute Exe/15/065). In November 2015 we had noted that there had been no responses to that consultation and the Framework had been agreed (Minute Exe/15/124).

A report from the Strategic Director (Development) explained that an addendum to the 2015 Framework had been drafted to address the opportunity that had arisen for the Manchester College's decision to build a new city centre campus on the site (Minutes Exe/18/117 and Exe/18/119). The campus would promote educational use on the western part of the site and be a critical part of the College's estate strategy, making an essential contribution to the delivery of the skills strategy for the city region. The proposals within the addendum to the SRF were therefore in line with the College's plans and would support the achievement of its objectives.

The intention was for the draft addendum to guide the development of the college campus, and the public realm land in the area. It would contain guidance of the size and form of the new buildings as well addressing the phasing of the overall development. It was proposed and agreed that there should be a period of public consultation of the addendum.

Decisions

1. To approve in principle the Strategic Regeneration Framework addendum for the former Boddingtons Brewery Site.
2. To request the Chief Executive undertake a public consultation exercise on the document with local stakeholders.
3. To request that a further report be brought forward, following the public consultation exercise, setting out the comments received.

Exe/19/40 Ethical Procurement Policy - Update on the Construction Charter

Councillor N Murphy in the Chair

Councillors Karney and Stogia withdrew from the meeting and took no part in this item of business. Councillor S Murphy and Akbar had withdrawn from the meeting earlier and so neither was present for this item of business.

Councillors Bridges, Craig and Ollerhead had all declared a pecuniary interest in this as they each had declared election expenses sponsorship from Unite. The Council's Monitoring Officer had granted each of them a dispensation to permit them to take part in this item of business. Councillors N. Murphy, Ilyas and Rahman had each declared a personal interest in this item of business as a member of Unite.

A report from the Deputy Chief Executive and City Treasurer explained that Unite Union had contacted the Council as part of their campaign to contact all council and group leaders across the country to seek support to establish nationally agreed minimum workforce standards within local authority procurement policy.

Unite had promoted the adoption of a Construction Charter to apply to contractors, sub-contractors and their supply chain engaged on construction projects awarded by a local authority. The report explained that the Charter produced by Unite had been amended by agreement with the Council to allow more flexibility in the application of

the Charter in relation to the nature of the work requiring specialist skills and experience, such as work on listed buildings and heritage buildings and assets. A copy of the amended Charter was appended to the report.

The City Treasurer proposed, and it was agreed, that the Council adopt the amended Charter and incorporate it into the Ethical Procurement Policy.

Decisions

1. To agree to the Unite Construction Charter being included within the appendices of the Ethical Procurement Policy and the inclusion of the additional wording to section 6 of the policy as detailed in the report.
2. To request that the Chief Executive signs the Charter on behalf of the Council to enable it to be incorporated into the Ethical Procurement Policy.

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**Manchester City Council
Report for Resolution**

Report to: Executive – 26 June 2019
Subject: GM Transport Committee – Executive Functions
Report of: City Solicitor

Summary

This report seeks to secure the full endorsement of the new GM Transport Committee and support for its creation with the full range of powers as set out in the Terms of Reference of that Joint Committee.

Recommendations

The Executive is asked to note and endorse the establishment of the new GM Transport Committee as a joint committee of the 10 districts, GMCA and Mayor and the delegation of functions, including Executive Functions, as set out in the Terms of Reference to the Transport Committee.

Wards Affected All

Financial Consequences – Revenue

None directly.

Financial Consequences – Capital

None directly.

Contact Officers:

Name: Fiona Ledden
Position: City Solicitor
Telephone: 0161 234 3087
E-mail: fiona.ledden@manchester.gov.uk

Name: Donald Connolly
Position: Head of Governance and Scrutiny
Telephone: 0161 234 3034

Background Papers:

GMCA Transport Order
GMCA Constitution
TfGMC Terms of Reference and Operating Agreement

1. Explanation

- 1.1 On 15 May 2019 the report appended to this note was considered and approved by the Constitutional and Nominations Committee and then by the City Council.
- 1.2 The report proposes the setting up of a new Greater Manchester Transport Committee. It explains the how the membership of the Committee will be formed, the Terms of Reference and powers, and the governance of the Committee under the Operating Agreement between the GMCA and the 10 District Councils.
- 1.3 The Terms of Reference of the new Committee will include the exercise of delegated Executive and Non-Executive Functions. The delegation of Non-Executive Functions has been endorsed and approved by the City Council. This note seeks the approval of the Executive for the delegation of the Executive Functions.

**Manchester City Council
Report for Resolution**

Report to: Constitutional and Nomination Committee – 15 May 2019
Council – 15 May 2019

Subject: GM Transport Committee – Role and Responsibilities

Report of: City Solicitor

Purpose of the Report

This report outlines the current GM transport governance arrangements. In the context of the Devolution Agreement and specifically the GMCA Transport Order 3, it then presents some broad revised terms of reference for a reconstituted GM Transport Committee, options for its structure, responsibilities and examples of how it might work in practice.

Recommendations:

The Council is recommended:

1. To approve the establishment of the new GM Transport Committee as a joint committee of the 10 districts, GMCA and Mayor.
 2. To approve the Terms of Reference and Operating Agreement for the Committee as set out in Schedule 1 of the report.
 3. To delegate the functions as set out in the Terms of Reference to the Transport Committee.
 4. To appoint two members to the Transport Committee for 2019 – 2020, one being the Executive Member for Environment, Planning & Transport, and one other Councillor as recommended by the Constitutional and Nomination Committee.
 5. To appoint as a substitute for the Executive Member the Assistant Executive Member for Environment, Planning & Transport, and to appoint another Councillor as the second substitute as recommended by the Constitutional and Nomination Committee.
-

Contact Officers:

Fiona Ledden – City Solicitor
Liz Treacy – GMCA Monitoring Officer
Rod Fawcett – TFGM

Risk Management – N/A

Legal Considerations – Compliant with the GMCA Transport Order

Financial Consequences – Revenue – N/A

Financial Consequences – Capital – N/A

Background Papers:

GMCA Transport Order

GMCA Constitution

TfGMC Terms of Reference and Operating Agreement

1. Strategic Policy Context

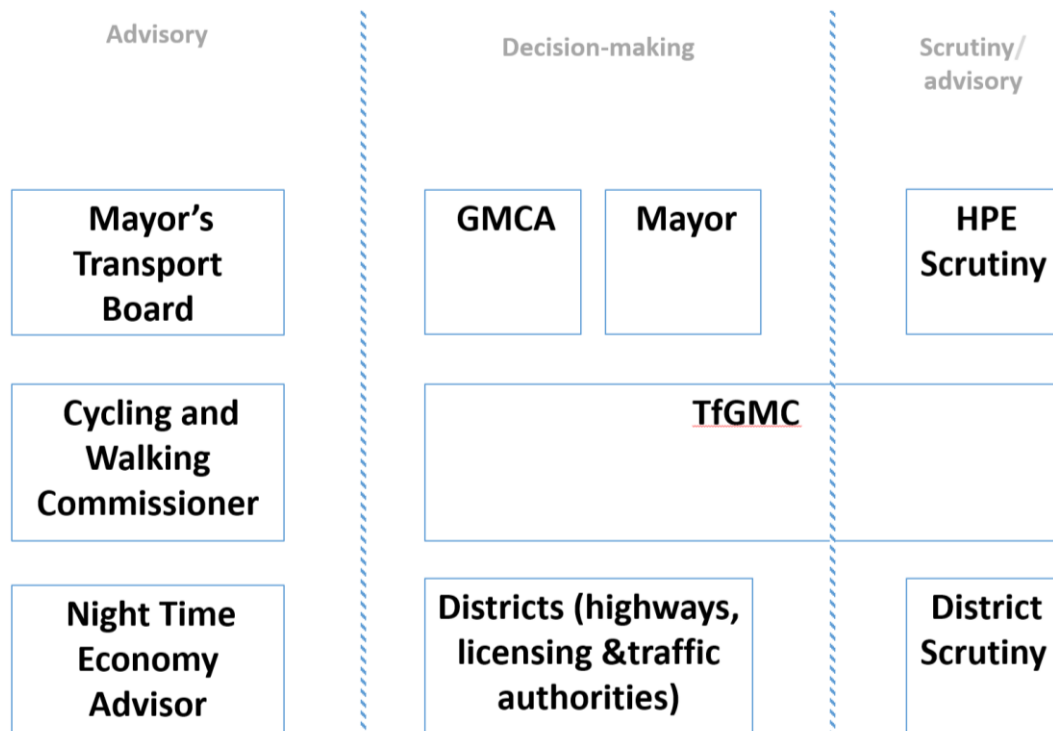
- 1.1 Greater Manchester (GM) has approached its growth and reform agenda from the principle of place-based integration of policy development and service delivery. This is echoed by GM's 2040 Transport Strategy, which promotes the development of one integrated transport system for the city-region that will maximize the impact of our transport assets in support of GM's economic, social and environmental ambitions.
- 1.2 Our ambition for integrated transport in support of place and people will be most efficiently achieved if managed by an accountable, efficient and well-informed governance system. Furthermore, transport infrastructure and services need to be managed and co-ordinated in a manner that directly supports GM's wider public policy agendas, such as spatial planning, health and housing, as set out in the Greater Manchester Strategy.
- 1.3 Given the long development periods required for transformative infrastructure and new regulatory structures to be delivered, any new system will need to provide stable governance to foster a long-term consensus over transport investment and policy.
- 1.4 To this extent then, it will be vital that the exercise of transport powers across all modes is undertaken collectively as far as is possible by the Mayor, GMCA and Districts acting in concert, bringing together their respective transport functions and budgets so they can be co-ordinated in a coherent manner.
- 1.5 The Transport Committee, as a joint committee comprising members from all of these bodies, has an important role to play as part of this, particularly in relation to operational oversight and performance monitoring of all transport modes (including highways) and scheme delivery.
- 1.6 A joint committee of the GMCA, Mayor and District Councils enables the appropriate functions to be delegated from all of these bodies, equipping one body with broad and balanced elected member representation from across Greater Manchester to assess all modes of transport as a whole.
- 1.7 Accordingly, what is proposed as the basic structure for GM transport governance is as follows.
 - **Mayor and GMCA:** to continue to undertake all strategic decision-making in relation to policy, strategy (LTP), funding and scheme decision-making.
 - **New joint Transport Committee:** refocused role as transport user champion – performance monitoring / management of all modes and highway network, holding operators to account, oversight on delivery (eg capital and other schemes) and ensuring the integration of transport policy within the parameters set by the Local Transport Plan (ie Transport Strategy 2040) and existing policy. A well briefed and informed Committee will be in a strong position to make recommendations to the Mayor, GMCA and Districts, as appropriate

- **Greater Manchester Scrutiny:** Scrutiny of Mayoral, GMCA and Transport Committee decisions as above, including wider integration with spatial issues, housing, environment, is currently undertaken by the Housing, Planning & Environment Overview and Scrutiny Committee. Transport budget issues are scrutinised by the Corporate Issues & Reform Overview and Scrutiny Committee.

- 1.8 The Transport Committee will continue to undertake decisions in relation to supported bus services, within agreed policy and budgets. This will require the bus functions that Order 3 transfers from the GMCA to the Mayor to be delegated to the new Transport Committee.
- 1.9 The proposed approach to transport governance outlined above will also provide greater clarity for the GM Scrutiny Committees, and in particular the Housing, Planning and Environment Scrutiny Committee, which includes transport in its remit, in undertaking their scrutiny, functions.
- 1.10 This will enable elected members, be they decision-makers or those with a scrutiny role, to be clear about their role and that of the bodies they are appointed to, as well as understanding the roles of related bodies. This is increasingly important when elected members may have multiple and overlapping roles, for example serving on a Licensing Panel and the Transport Committee.
- 1.11 The clearer distinction between where major transport decisions are taken (GMCA and Mayor), and where transport performance and operational delivery and integration is monitored and operators are held to account (Transport Committee), will help ensure that Scrutiny processes and oversight at the city-region level can be exercised in an efficient manner that avoids duplication.

2 Current Transport Governance Arrangements

- 2.1 The diagram below shows the primary transport decision-making bodies in GM, alongside the various advisory and scrutiny bodies.



- 2.2 The above structures exist within a much broader set of GM governance arrangements, all of which are underpinned by GM-wide officer networks to support work programmes. TfGM's board structure also provides for Non-Executive Directors, who act in an advisory capacity. All TfGM Board appointments are made by GMCA.
- 2.3 The number and membership of the current Transport for Greater Manchester Committee was modelled on the GM Integrated Transport Authority, which was disestablished in 2011 with its functions, powers and responsibilities passed to the GMCA.
- 2.4 The existing terms of reference of the TfGMC Committee do make reference to it making recommendations to GMCA, for example in relation to formulating general policies, considering proposals to promote or oppose Bills, eTransport Committee. It is proposed to retain this broad scope of activities.

3 New Joint Transport committee – Revised Membership

- 3.1 There has been significant change to GM governance since 2011, when the existing Transport for Greater Manchester Committee was established. In that time period, the mayoral combined authority has been established, major reforms of scrutiny arrangements and the former waste, fire and police authorities undertaken, and more recently the confirmation of GM Order 3 (which was agreed by all of the Districts) has specific implications for transport governance.

- 3.2 GM Order 3 represents a further step on the journey to equip GM with more robust governance arrangements better able to utilise existing and new powers and functions devolved to GM, and achieve the economic, social and environmental objectives in the GM Strategy.
- 3.3 As set out above these arrangements provide for the joining-up of the GM public policy agenda, within which transport is an essential supporting component, for example in relation to spatial planning, housing, skills and health.
- 3.4 The Order makes a series of changes, including conferring all operational bus powers on the Mayor, enables the Mayor to enter into joint arrangements with the GMCA and Districts in relation to transport functions and makes provision for a new joint Transport Committee.
- 3.5 All GM local authorities consented to the new Order in January 2019. In terms of membership arrangements, the Order states :
- 1.—(1) Where a joint transport committee is established in accordance with article 6 the members of the joint transport committee must be appointed in accordance with paragraphs (2) to (5).
- (2) The members appointed by the GMCA must be members or substitute members of that authority or members of the constituent councils.
- (3) The members appointed by the constituent councils must be members of those councils.
- (4) The members appointed by the Mayor must be members of the GMCA or of the constituent councils.
- (5) In appointing members to the joint transport committee—
- (a) the Mayor, the GMCA and the constituent councils must ensure that—
- i the number of members of the committee does not exceed twenty three;
 - ii members are appointed to act as members of the joint transport committee in the absence of the members appointed under paragraph (1) (“substitute committee members”); and
- (b) the GMCA and the constituent councils must ensure that the members of the committee appointed from among the members of the GMCA and the constituent councils, and any substitute committee members acting in place of those members, taken as a whole reflect so far as reasonably practicable the balance of political parties for the time being prevailing among members of the constituent councils.
- 3.6 In terms of constituting the new Joint Transport Committee, ensuring political, and geographical balance, the following is recommended:-
- Districts appoint to 11 places on the Joint Committee,
 - The CA to appoint to one place on the Joint Committee,
 - The Mayor to be a member of the Joint Committee and

- The remaining 10 members are appointed by Mayor and will be made to ensure political balance across GM is represented.
- That the committee shall select and recommend to the Mayor its own Chair

3.7 The Operating Agreement has been amended to reflect the Order and sets out how those appointments will be made. Clause 3.10 of the Agreement states that the appointments made by the Mayor to the 10 remaining places will reflect the wishes of the relevant political group as to the members to be appointed to the Committee allocated to that political group. This would mean that, if the political balance across GM remains the same as it is prior to the May 2019 local elections the 10 places would be made up of 4 labour members, 4 Conservative members and 2 Liberal Democrats. The three political parties will inform the Mayor of their preferences and they will be appointed by the Mayor.

4 Revised Terms of Reference for the Transport Committee

4.1 The proposed Terms of Reference for the Committee are included in the Operating Agreement (Schedule 1). They set out the key areas of work for the Committee and the delegations from the Mayor, GMCA and the districts. The Terms of Reference more accurately reflect the proposed role of the Committee and do not make any changes to the delegations from the Districts.

4.2 The three key areas of work for the new joint transport committee, which will comprise representatives from each District, the GMCA and the Mayor, will be to ensure:

- **Accountability:** active and regular monitoring of the performance of the transport network, including the highway network (including the operation of the GM Road Activities Permit Scheme, road safety activities, eTransport Committee) as well as all public transport modes. This role will include holding service operators, TfGM, highway authorities and infrastructure providers to public account, and
- **Implementation:** oversee the delivery of agreed Local Transport Plan commitments. This includes the active oversight of the transport capital programme, and as noted above, decisions over subsidised bus services network to be made within the context of policy and budgets set by the Mayor and the GMCA as appropriate, and
- **Policy Development:** undertake policy development on specific issues, as may be directed by the Mayor and / or the GMCA.

4.3 With regard to decisions about subsidised bus services, it is proposed that the new Transport Committee undertakes this function, given the local nature of such decision-making, within the policy context and funding as determined by the Mayor.

4.4 Specific policy development work that the Committee was asked to explore by the GMCA, the Mayor or the Districts could be undertaken by task and

finish groups, comprising an appropriate selection of Transport Committee members. This group would undertake the policy development process outside of formal Committee meetings, supported by TfGM as appropriate, and provide recommendations for consideration by the whole Committee before subsequent presentation to the GMCA or the Mayor.

5. Operating Agreement

- 5.1 The first Operating Agreement was entered into between GMCA and the districts in 2011. It set out how the Committee would be appointed to, the Terms of Reference of the Committee, and other provisions relating to Transport Protocols, funding and scrutiny arrangements.
- 5.2 The proposed amendments update the membership and appointment process; include the Mayor as a signatory as he now has specific transport powers; deletes the references to a joint scrutiny committee as the CA now has Scrutiny functions; retains the same funding provisions and the Rules of Procedure.

6. Transport Committee training for members and work programme

- 6.1 If the proposals for the new committee are approved it is recommended that officers are asked to organise and provide training for new members prior to its first meeting. This can include member involvement in developing and agreeing the Committee's overall work programme.
- 6.2 The following section elaborates, through examples, how a revised Transport Committee might work in practice, to better support the transport agenda being pursued by the Mayor, GMCA and GM local authorities to help cement an effective and long term consensus.

Example One: The Transport Committee is informed of large scale bus de-registrations from the commercial network.

- 6.3 The standard report on changes to the bus network is received by the **Transport Committee**, and members' comments and the operator's response noted. **Transport Committee** informs the **Mayor's Transport Board**, such that the **Mayor** can seek explanations or action at a more senior level. The issue may also be raised at **GMCA**, to the extent that any service withdrawals requiring replacement will impact significantly on the Subsidised Bus budget. The **Transport Committee** may also wish to inform the **Housing, Planning & Environment Scrutiny Committee**, either formally or otherwise, to provide them with reassurance that the issue is being addressed.

Example Two: Tracking performance and patronage of public transport network.

- 6.4 Regular, comparable and clear performance monitoring reports to **Transport Committee**. Operators attend, and are held to account for service delivery by

members. Consistently inadequate performance that is beyond the remit or capacity of TfGMC to secure improvements to be referred to **Mayor's Transport Board** and **TfN** (if relating to rail).

Example Three: Policy Reviews

- 6.5 Transport policy and strategy decisions are primarily for the **Mayor**, subject to the **GMCA's** agreement. For a formal revision of the LTP, a draft would be submitted by the mayor and would require approval by seven GMCA members in order to go forward to public consultation, then at least eight would be required to approve the post-consultation final version.
- 6.6 With regard to less significant transport strategy or policy measures, there may be a role for **Transport Committee** to consider and recommend any changes, if requested by the Mayor/GMCA, and then present its recommendations to GMCA. Examples might include revisions to School Bus policy, Metrolink bylaws, use of bus lanes.

Recommendations

The recommendations appear on the front page of the report.

Schedule 1

OPERATING AGREEMENT

This Agreement is made on[] 2019

between:

(1) Greater Manchester Combined Authority (“the GMCA”)

and

(2)The Mayor for the area of the Greater Manchester Combined Authority (“the Mayor”)

and

(3) The Borough Council of Bolton, Bury Metropolitan Borough Council, The Council of the City of Manchester, Oldham Borough Council, Rochdale Metropolitan Borough Council, Salford City Council, The Metropolitan Borough Council of Stockport, Tameside Metropolitan Borough Council, Trafford Metropolitan Borough Council, Wigan Borough Council (“the Constituent Councils”)

WHEREAS:

- (A) On 1st April 2011 the GMCA was established as a Combined Authority for the combined area and the Greater Manchester Integrated Transport Area was dissolved and the ITA abolished.
- (B) The functions of the GMCA are those functions conferred or imposed on it, or delegated to it, by the Greater Manchester (Combined Authority) Order 2011 (S.I. , (“the **GMCA Order**”) or by any other enactment, including all the transport functions of the former Greater Manchester Integrated Transport Authority (the “**GMITA**”) which transferred to the GMCA on the abolition of the GMITA.
- (C) The Constituent Councils were established as local authorities by the Local Government Act 1972 with all the functions of a metropolitan district council, and in particular the Constituent Councils are the local highway authority and local traffic authority for their area.
- (D) The functions of the GMCA conferred on it by the GMCA Order include those transport functions of the Constituent Councils delegated to the GMCA by article 8 of the 2011 Order.
- (E) Pursuant to the Greater Manchester Combined Authority (Election of Mayor with Police and Crime Commissioner Functions Order 2016 (SI

2016/448) provision was made for the election of a Mayor for the GMCA Area (and the GMCA became a “mayoral combined authority”). Pursuant to section 107D (Functions of mayors: general) of the Local Democracy, Economic Development and Construction Act 2009 (the “**LDEDCA**”) the Secretary of State may by order make provision for any function of mayoral combined authority to be a function exercisable only by the Mayor (“**Mayoral Functions**”).

- (F) On 4 April 2019 The Greater Manchester Combined Authority (Functions and Amendment) Order 2019 (SI 2019/793) (the “**GMCA Transport Order**”) came into force. Pursuant to article 4 of the GMCA Transport Order, the transport functions of the GMCA specified in Schedule 1 of the GMCA Transport Order are general functions exercisable only by the Mayor (“**Mayoral Transport Functions**”).
- (G) Pursuant to Part 3, articles 6 to 9 (inclusive) of the GMCA Transport Order provision was made for the Mayor to enter into arrangements jointly with the GMCA and with the Constituent Councils in accordance with section 101(5) of the Local Government Act 1972 for the discharge of the Mayoral Transport Functions which are listed at Schedule 2 GMCA Transport Order (the “**Joint Transport Committee**”, hereinafter referred to as “**GM Transport Committee**”).
- (H) Part 3, articles 6 to 9 (inclusive) of the GMCA Transport Order sets out the statutory requirements in relation to membership of the GM Transport Committee and voting arrangements for any questions to be decided by the GM Transport Committee.
- (I) The Parties wish to co-operate with each other in the exercise of their functions and in particular their transport functions and have entered into this Agreement in order to facilitate this co-operation and the operation of the GM Transport Committee.

THIS AGREEMENT witnesses as follows:

1. Definitions

In this Agreement –

- 1.1 **Constituent Councils**” mean the metropolitan district councils for the local government areas of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, and Wigan.
- 1.2 **“GMCA Order”** means the Greater Manchester Combined Authority Order 2011.
- 1.3 **“the GM Transport Committee”** means the Greater Manchester Transport Committee being a joint committee established by the Parties pursuant to the GMCA Transport Order.
- 1.4 **“the GMCA Transport Order”** means The Greater Manchester Combined Authority (Functions and Amendment) Order 2019.
- 1.5 **“the LDEDCA 2009”** means the Local Democracy, Economic Development and Construction Act 2009.
- 1.6 **“the LGA 1972”** means the Local Government Act 1972.
- 1.7 **“the LGA 2000”** means the Local Government Act 2000.
- 1.8 **“the LGHA 1989”** means the Local Government and Housing Act 1989.
- 1.9 **“the Mayor”** means the person elected as the Mayor of the GMCA pursuant to the Greater Manchester Combined Authority (Election of Mayor with Police and Crime Commissioner Functions Order 2016 (SI 2016/448)
- 1.10 **“the 2012 Regulations”** means the Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2012.
- 1.11 **“the Parties”** mean the GMCA, the Mayor and the Constituent Councils.
- 1.12 **“the Relevant Date”** in relation to a payment for a financial year means 30th June in the financial year which commenced two years previously.
- 1.13 **“the Secretary”** means such person as shall be appointed by the GMCA to discharge the role of Secretary on behalf of the GM Transport Committee..

- 1.14 “the TfGMC” means the Transport for Greater Manchester Committee being a joint committee established by the Parties.
- 1.15 “the **TfGM**” means Transport for Greater Manchester being the executive body of GMCA for the purposes of Part 5 of the Local Transport Act 2008 and Part 6 of the LDEDCA 2009.

2. Interpretation

- 2.1 Clause, Schedule and paragraph headings shall not affect the interpretation of this Agreement;
- 2.2 The Schedules form part of this Agreement and shall have effect as if set out in full in the body of this Agreement. Any reference to this Agreement includes the Schedules.
- 2.3 Unless the context otherwise requires, words in the singular shall include the plural and in the plural shall include the singular.
- 2.4 A reference to a statute or statutory provision is a reference to it as amended, extended or re-enacted from time to time.
- 2.5 A reference to a statute or statutory provision shall include all subordinate legislation made from time to time.
- 2.6 A reference to “this Agreement” or to any other agreement or document referred to in this Agreement is a reference to this Agreement or such other document or agreement as varied from time to time.
- 2.7 References to clauses and Schedules are to the Clauses and Schedules of this Agreement and references to paragraphs are to paragraphs of the relevant Schedule.
- 2.8 No person other than a party to this Agreement shall have any rights to enforce any term of this Agreement.
- 2.9 This Agreement and any dispute or claim arising out of or in connection with it or its subject matter or formation shall be governed by and construed in accordance with the law of England and Wales.
- 2.10 If any court or competent authority finds that any provision of this Agreement (or part of any provision) is invalid, illegal or unenforceable, that provision or part-provision shall, to the extent required, be deemed to be deleted, and the validity and enforceability of the other provisions of this Agreement shall not be affected.

3. Establishment of GM Transport Committee

- 3.1 Pursuant to Section 101(5) of the LGA 1972, Section 20 of the LGA 2000, Regulations 3, 4, 11 and 12 of the 2000 Regulations and articles

6, 7, 8 and 9 of the GMCA Transport Order,, the Parties agree to enter into arrangements to discharge certain of their functions relating to transport jointly and for this purpose to establish a joint committee to be called the Greater Manchester Transport Committee (the “**GM Transport Committee**”). The Mayoral Transport Functions which the Mayor may decide to arrange to be discharged by the GM Transport Committee are those listed in Schedule 2 of the GM Transport Order.

- 3.2 Pursuant to article 5(a)(i) of the GM Transport Order, the number of members of the GM Transport Committee shall not exceed 23.
- 3.3 Each Constituent Council (apart from Manchester City Council) shall appoint one of their elected members to be members of GM Transport Committee. Manchester City Council shall appoint two of their elected members to be members of the GM Transport Committee.
- 3.4 Each of the Constituent Councils are expected to appoint their district’s executive member with responsibility for transport to be a member of the GM Transport Committee.
- 3.5 Pursuant to article 5(a)(ii) of the GM Transport Order, each Constituent Council (apart from Manchester City Council) shall appoint one of their elected members to act as substitute member of the GM Transport Committee in the absence of the member appointed in accordance with clause 3.3 above. Manchester City Council is expected to appoint two of their elected members to act as substitute members of the GM Transport Committee in the absence of the members appointed in accordance with clause 3.3 above.
- 3.6 The GMCA will appoint one member of the GMCA to be a member of the GM Transport Committee.
- 3.7 Pursuant to article 5(a)(ii) of the GM Transport Order, the GMCA will appoint one member of the GMCA to act as substitute member of the GM Transport Committee in the absence of the member appointed in accordance with clause 3.6 above.
- 3.8 The Mayor will be a member of the GM Transport Committee.
- 3.9 Pursuant to article 5(a)(ii) of the GM Transport Order, the Mayor will appoint one member of the GMCA to act as substitute member of the GM Transport Committee in the Mayor’s absence.
- 3.10 The Mayor will appoint ten additional members of the GM Transport Committee, comprising one elected member of each of the Constituent Councils. The appointments to the GM Transport Committee made by the Mayor under this clause 3.10 will be made so as to ensure that the members of the GM Transport Committee, taken as a whole, reflect as far as reasonably practicable the balance of political parties for the time being prevailing among the Constituent Councils when taken together

as required by article 5(b) of the GM Transport Order. The appointments to the GM Transport Committee made by the Mayor under this clause 3.10 will reflect the wishes of the relevant political group as to the members to be appointed to any seat on the GM Transport Committee allocated to that political group.

- 3.11 Pursuant to article 5(a)(ii) of the GM Transport Order, the GMCA will appoint elected members of the Constituent Councils to act as substitute members of the GM Transport Committee in the absence of the members appointed in accordance with clause 3.10 above.
- 3.12. Pursuant to article 7(6) of the GM Transport Order, questions relating to the apportionment of membership under clause 3.10 require a unanimous vote in favour by all members, or substitute committee members acting in place of those members, of the GMCA to be carried.

4. Terms of Reference of the GM Transport Committee

TRANSPORT COMMITTEE

Terms of Reference

1. Overview

The Transport Committee, as a joint committee of the ten Greater Manchester district councils ('the Constituent Councils'), the GMCA and the Mayor, brings together the principal local transport decision-making bodies.

The primary role of the Transport Committee is not to replicate strategic decision-making functions, but to ensure that through its work, those bodies are able to make informed and co-ordinated decisions by being fully informed about the operation and performance of the transport system, its individual modes and the infrastructure it relies on, including the Key Route Network.

It also has an important role in helping shape the development of transport strategy and policies, and in advising the GMCA and the Mayor on specific transport issues, as directed by them. In relation to bus services, the Transport Committee will undertake the function of making decisions in relation to the supported bus network, which has been delegated by the Mayor.

In summary the three key areas of work for the Transport Committee will be to ensure:

- **Accountability:** active and regular monitoring of the performance of the transport network, including the Key Route Network, the operation of the GM Road Activities Permit Scheme, road safety activities, etc as well as all public transport modes. This role will include holding service operators, TfGM, highway authorities and transport infrastructure

providers to public account, and to recommend appropriate action as appropriate;

- **Implementation:** oversee the delivery of agreed Local Transport Plan commitments. This includes the active oversight of the transport capital programme, and decisions over supported bus services network to be made within the context of policy and budgets set by the Mayor and the GMCA as appropriate; and
- **Policy Development:** undertake policy development on specific issues, as may be directed by the Mayor and / or the GMCA.

2. **Transport functions of the Greater Manchester Combined Authority ('GMCA') referred to the Transport Committee**

2.1 The following transport functions of the GMCA are not delegated but are referred by the GMCA or, as the case may be, the Mayor to the Transport Committee in order for the Transport Committee to make recommendations (where appropriate) to the GMCA or, as the case may be, the Mayor in respect of:

- (a) Considering proposals by TfGM to promote or oppose any Bill in Parliament pursuant to Section 10(1)(xxix) of the Transport Act 1968; and
- (b) Policy reviews and development on specific issues, undertaken by the Transport Committee on the direction of the Mayor and/or the GMCA.

3. **Transport functions of the GMCA delegated to the Transport Committee**

3.1 The following transport functions of the GMCA are delegated by the GMCA or, as the case may be, the Mayor to the Transport Committee, subject to the Transport Committee exercising these functions in accordance with any transport policies of the GMCA and the Mayor, the Local Transport Plan and the agreed transport budget and borrowing limits (and without prejudice to the GMCA's or, as the case may be, the Mayor's right to discharge such functions directly):

- (a) Monitoring and overseeing the activities and performance of TfGM (and where appropriate recommending that the GMCA exercise the power pursuant to Section 15(6) of the Transport Act 1968 to give to TfGM such directions as appear to the Transport Committee to be appropriate to secure the observance of the rights of the GMCA);
- (b) Ensuring that the TfGM secures the provision of appropriate public passenger transport services pursuant to Section 9A(3) of the Transport Act 1968;

- (c) Considering what local bus information should be made available, and the way in which it should be made available pursuant to Sections 139 to 143 of the Transport Act 2000;
 - (d) Ensuring that the TfGM implements those actions delegated to it for promoting the economic, social and environmental well-being of Greater Manchester and its residents pursuant to Section 99 of the Local Transport Act 2008;
 - (e) Monitoring performance against the Local Transport Plan and other transport policies of the Mayor and the GMCA;
 - (f) Formulating, developing and monitoring procedures for public consultation on the GMCA's and the Mayor's transport policies;
 - (g) Active promotion of Greater Manchester's transport and travel interests as set by the GMCA and the Mayor;
 - (h) Determining the operation, performance, contract management and development of tendered bus services, bus stations/stops, and passenger transport services;
 - (i) Determining the operation, performance and development of the GMCA's accessible transport provision pursuant to Sections 106(1) and 106(2) of the Transport Act 1985; and
 - (j) Monitoring the operation and performance of Metrolink, bus and local rail services and initiating appropriate action, including making recommendations to the GMCA and/or the Mayor.
- 3.2. The following transport functions of the GMCA, which are delegated by the Constituent Councils to the GMCA, are sub-delegated by the GMCA to the Transport Committee, subject to the Transport Committee exercising these functions in accordance with any transport policies of the GMCA or the Mayor, the Local Transport Plan and the GMCA's agreed transport budget and borrowing limits:
- (a) In respect of those functions:
 - (i) under section 23 of the Road Traffic Regulation Act 1984 (pedestrian crossings) so far as it relates to Pelican and Puffin crossings as defined by regulation 3(1) of the Zebra, Pelican and Puffin Crossings Regulations 1997; and
 - (ii) under section 65 (placing of traffic signs) of the Road Traffic Regulation Act 1984 so far as it relates to traffic signs that are traffic light signals where "traffic light signals" means a traffic sign of the size, colour and type prescribed by any of the following regulations of the Traffic Signs Regulations 2002:

- Regulation 33 – Light signals for the control of vehicular traffic – standard form
- Regulation 34 – Green arrow light signals for the control of vehicular traffic
- Regulation 37 – Light signals for control of vehicular traffic entering or proceeding on motorways and all purpose dual carriageway
- Regulation 39 – Light signals to control traffic at level crossings etc.
- Regulation 41 – Light signals for the control of tramcars
- Regulation 44 – Light signals for lane control of Vehicular traffic
- Regulation 45 – Warning light signal for motorways and all-purpose dual carriageway roads
- Regulation 46 – Matrix signs for motorways and all purpose dual carriageway roads
- Regulation 47 – Light signals at signal controlled pedestrian facilities
- Regulation 48 – Light signals at equestrian crossings
- Regulation 49 – Light signals at toucan crossings
- Regulation 52 – Light signals for pedestrian traffic at level crossings

the GMCA delegates to the Transport Committee responsibility for:

(i) Making recommendations to the GMCA in respect of:

- the development of policies relating to the installation, maintenance, and management of Traffic Light Signals that take both strategic and local strategies and frameworks into account; and
- the GMCA's budget for Traffic Light Signals.

(ii) Making arrangements for the discharge of the functions to be carried out in relation to Traffic Light Signals by TfGM.

(iii) Monitoring and overseeing the activities and performance of TfGM in relation to the Traffic Light Signal function.

(b) In respect of those functions under section 2 of the Road Traffic Reduction Act 1997 (“the Transport Studies Function”) the GMCA delegates to the Transport Committee responsibility for:

(i) Making recommendations to the GMCA in respect of:

- producing and updating policies in respect of the Transport Studies Function which are consistent with the Greater Manchester Strategy, the GM Local Transport Plan objectives and GMCA's and the Constituent Council's budgets;

- settling budgets in respect of the Transport Studies Function
 - (ii) Making arrangements for the discharge of the functions to be carried out in relation to the Transport Studies Function by TfGM.
 - (iii) Monitoring and overseeing the activities and performance of TfGM in relation to the Transport Studies Function.
- 3.3 In respect of functions under section 39 (2) and (3) of the Road Traffic Act 1988 ('the road safety function'), which may be exercised concurrently with Constituent Councils, the GMCA delegates to the Transport Committee responsibility for:
- (a) Producing and developing policies in relation to the road safety function.
 - (b) Drawing up budgets in relation to the road safety function insofar as it is exercised by the TfGM. Determining the tasks to be carried out in relation to the road safety function by TfGM.
 - (c) Making recommendations to the GMCA and the Mayor in respect of the development of policies for the promotion and encouragement of safe transport to, from and within its area under s108 Transport Act 2000.
 - (d) Monitoring and overseeing the activities and performance of TfGM.

4. Transport functions of the Constituent Councils delegated directly to the Transport Committee

- 4.1 The following transport related functions of the Constituent Councils will be delegated directly to the Transport Committee subject to the Transport Committee exercising these functions in accordance with any policies of the GMCA (as local transport authority), the Local Transport Plan and the terms of the delegation from the Constituent Councils:
- (a) Carrying out actions to facilitate the performance by local traffic authorities of their duty to manage their road traffic on their own roads and facilitating the same on other local authorities' roads pursuant to Sections 16 and 17 (except for sub-sections 17 (2) and (3)) of the Traffic Management Act 2004, including in particular –
 - (i) establishing processes for identifying things (including future occurrences) which are causing or have the potential to cause road congestion or other disruption to the movement of traffic on the road network;

- (ii) determining specific policies and objectives in relation to strategic roads;
 - (iii) monitoring the effectiveness of traffic authorities in managing their road network.
- (b) Preparing and carrying out a programme of measures designed to promote road safety, including carrying out road safety studies, studies into accidents, accident prevention campaigns, the dissemination of information and advice relating to the use of roads and arranging for the giving of practical training to road users pursuant to Sections 39(2) and 39(3)(a) and (b) of the Road Traffic Act 1988.

6. GM Transport Committee – Other Provisions

- 5.1 The GM Transport Committee may establish sub-committees.
- 5.2 When establishing a sub-committee, the GM Transport Committee will determine -
- (i) the terms of reference of the sub-committee
 - (ii) the size and membership of the sub-committee
 - (iii) the Chair (and Vice-Chair, if any) of the sub-committee
 - (iv) any delegated powers of the sub-committee
 - (v) the period (where appropriate) for which the sub-committee will remain constituted.
- 5.3 Appointments to sub-committees will be made in accordance with the principles of political balance set out in Section 15(5) of the LGHA 1989.
- 5.4 The GM Transport Committee and any sub-committee of the GM Transport Committee may, in respect of a function delegated to the GM Transport Committee by the GMCA under the GM Transport Committee Terms of Reference arrange for its discharge by an officer of one of the Constituent Councils or by TfGM.
- 5.5 The GM Transport Committee and any sub-committee of the GM Transport Committee may, in respect of a Mayoral Transport Function listed in Schedule 2 of the GMCA Transport Order which the Mayor has delegated to the GM Transport Committee under the GM Transport Committee Terms of Reference arrange for its discharge by an officer of one of the Constituent Councils or by TfGM.
- 5.6 The GM Transport Committee and any sub-committee of the GM Transport Committee may, in respect of a function delegated to them by the Constituent Councils under the GM Transport Committee Terms of Reference, arrange for its discharge by an officer of one of the

Constituent Councils and may enter into agreements with TfGM for the provision of services by TfGM.

- 5.7 The GM Transport Committee will establish a scheme of delegation to sub-committees and officers and will review the scheme annually.
- 5.8 The GM Transport Committee will conduct its business in accordance with this Agreement, including the Rules of Procedure set out in Schedule 1.

6. Transport Protocols

- 6.1 The Parties will draw up and agree detailed Protocols in relation to the operation and discharge of those functions –
- delegated from the Constituent Councils to GMCA pursuant to Article 8 of the GMCA Order, and
 - delegated by the Constituent Councils to the GM Transport Committee by virtue of the GM Transport Committee Terms of Reference.
- 6.2 The Parties will keep the Protocols under regular review and may revise them from time to time, such revisions to be agreed by the Chief Executives of the Constituent Councils, the Head of Paid Service of the GMCA and the Chief Executive of TfGM.
- 6.3 Protocols drawn up, agreed or revised under this Clause will not override anything provided for or required by this Agreement and will not in themselves constitute arrangements for the discharge of functions made in accordance with Section 101 of the LGA 1972 and the 2012 Regulations.

7. Funding of Constituent Council Transport Functions delegated by the GMCA Order

- 7.1 For the financial year beginning on 1st April 2011, the Constituent Councils will meet the costs of the GMCA reasonably attributable to the exercise of those transport functions of the Constituent Councils delegated to the GMCA by virtue of Article 8 of the GMCA Order.
- 7.2 The amount payable by each of the Constituent Councils is to be determined by apportioning the costs of the GMCA referred to in Clause 7.1 between the Constituent Councils in such proportions as they may agree or, in default of agreement, in proportion to the total resident population on 30th June 2009 of the area of each council concerned as estimated by the Register General.
- 7.3 In the financial year beginning on 1st April 2012 and in subsequent financial years the costs of the GMCA referred to in Clause 7.1 shall be

recovered from the Constituent Councils as part of the levy issued to those councils pursuant to the Transport Levying Bodies Regulations 1992, as amended, except where and to the extent that all the Constituent Councils agree that costs should be defrayed by the Constituent Councils and not the GMCA pursuant to Article 8(4) of the GMCA Order.

- 7.4 Without prejudice to the generality of Article 8(4) of the GMCA Order, it is agreed that each Constituent Council will be responsible for defraying the costs of the initial installation of traffic signs that are traffic light signals or pelican or puffin crossings in their area, except insofar as such costs are met by the third parties pursuant to agreements under Section 278 of the Highways Act 1980 or otherwise.

8. Amendments to this Agreement

- 8.1 This Agreement may be amended following a resolution approved by all the Parties.
- 8.2 The operation of this Agreement will be subject to an annual review.

9. Dispute Resolution

- 9.1 Any dispute between the Parties arising out of this Agreement which cannot be settled shall be referred to the Head of Paid Service of the Parties to the dispute who will negotiate to resolve the matter in good faith.

10. Notices

- 10.1 Any notice, demand or other communication required to be served on the GMCA under this Agreement shall be sufficiently served if delivered personally to or sent by pre-paid first class recorded delivery post to the GMCA's Monitoring Officer at First Floor, Churchgate House, 56 Oxford Street Manchester M1 6EU If so sent, any such notice, demand or other communication shall, subject to proof to the contrary, be deemed to have been received by the GMCA's Monitoring Officer at the time of personal delivery or on the second working date after the date or posting as the case may be.
- 10.2 Any notice, demand or other communication required to be served on the Mayor under this Agreement shall be sufficiently served if delivered personally to or sent by pre-paid first class recorded delivery post or email or facsimile transmission to the Office of the GM Mayor at First Floor, Churchgate House, 56 Oxford Street Manchester M1 6EU the Town Hall, Manchester M60 2LA. If so sent, any such notice, demand or other communication shall, subject to proof to the contrary, be deemed to have been received by the Mayor at the time of personal delivery or on the second working date after the date or posting or transmission as the case may be.

10.3 Any notice, demand or other communication required to be served on one or more of the Constituent Councils under this Agreement shall be sufficiently served if delivered personally to or sent by pre-paid first class recorded delivery post to the monitoring officer(s) of the Constituent Council(s) concerned at the principal office of the Constituent Council or such other address as has been notified to the Parties. If so sent, any such notice, demand or other communication shall, subject to proof to the contrary, be deemed to have been received by the Constituent Council(s) concerned at the time of personal delivery or on the second working date after the date of posting as the case may be.

IN WITNESS whereof the Parties have caused this Agreement to be executed the day, month and year first before mentioned.

Signed by **GMCA**

Authorised Signatory

Dated

Signed by the **GMCA Mayor**

Dated

Signed by **The Borough Council of Bolton**

Authorised Signatory

Dated

Signed by **Bury Metropolitan Borough Council**

Authorised Signatory

Dated

Signed by **The Council of the City of Manchester**

Authorised Signatory

Dated

Signed by **Oldham Borough Council**

Authorised Signatory

Dated

Signed by **Rochdale Metropolitan Borough Council**

Authorised Signatory

Dated

Signed by **Salford City Council**

Authorised Signatory

Dated

Signed by **The Metropolitan Borough Council of Stockport**

Authorised Signatory

Dated

Signed by **Tameside Metropolitan Borough Council**

Authorised Signatory

Dated

Signed by **Trafford Metropolitan Borough Council**

Authorised Signatory

Dated

Signed by **Wigan Borough Council**

Authorised Signatory

Dated

SCHEDULE 1**GM Transport Committee****Rules of Procedure****1. Interpretation, Suspension and Variation/Revocation of Rules of Procedure**

- 1.1 The ruling of the Chair on the interpretation of these Rules in relation to all questions of order and matters arising in debate shall be final.
- 1.2 References in these Rules to the “Chair” means the member of the GM Transport Committee for the time being presiding at the meeting of the GM Transport Committee, and a meeting of the GM Transport Committee. References in these Rules to the “Secretary” means the officer of the GMCA who is appointed to discharge the role of the Secretary to the GM Transport Committee.
- 1.3 These Rules shall apply to the GM Transport Committee and any Sub Committee of the GM Transport Committee, and any reference to the GM Transport Committee shall accordingly include reference to a Sub Committee of the GM Transport Committee.
- 1.4* Except for those provisions which accord with the provisions of the Local Government Acts (and which are indicated with an asterisk *) any Rule may be suspended at a meeting of the GM Transport Committee with the consent of the majority of the whole number of members of the GM Transport Committee but not otherwise.
- 1.5* These Rules (except for those Rules marked with asterisk*) may be varied or revoked by a decision of a two-thirds majority of the GM Transport Committee and any motion to vary or revoke any of these Rules shall, when proposed and seconded, stand adjourned without discussion to the next ordinary meeting of the GM Transport Committee which shall determine the matter having considered a report of the secretary to the GM Transport Committee on the proposed variation or revocation.

2. Chair and Vice-Chairs

- 2.1* The Chair of the GM Transport Committee will be appointed annually by the Mayor from among its members and shall, unless they resign, cease to be members of the GM Transport Committee or become disqualified, act until their successor becomes entitled to act as Chair.
- 2.2* The appointment of the Chair, for recommendation to the Mayor shall be the first business transacted at the Annual Meeting of the GM Transport Committee.

- 2.3* On a vacancy arising in the office of Chair for whatever reason, the GM Transport Committee shall recommend an appointment to fill the vacancy at the next ordinary meeting of the GM Transport Committee held after the date on which the vacancy occurs, or, if that meeting is held within 14 days after that date, then not later than the next following meeting. The member appointed shall hold such office for the remainder of the year in which such vacancy occurred.

3. Meetings

- 3.1* The Annual Meeting of the GM Transport Committee shall be held in June or the month after local elections on a date and at a time determined by the GM Transport Committee.
- 3.2* Ordinary meetings of the GM Transport Committee TfGMC for the transaction of general business shall be held on such dates and at such times as the GM Transport Committee shall determine.
- 3.3* An Extraordinary Meeting of the GM Transport Committee may be called at any time by the Chair.

4. Notice of Meetings

- 4.1 At least five clear days before a meeting of the GM Transport Committee or one of its Sub Committees:
- (a) notice of the time and place of the intended meeting shall be published by the Secretary and posted at Churchgate House, Oxford Street, Manchester, M1 6EU; and
 - (b) a summons to attend the meeting, specifying an agenda for the meeting, shall be sent by electronic email to the usual email address of each member of the GM Transport Committee, or any other email address notified to notified to the Secretary by a member of the GM Transport Committee.
- 4.2* Lack of service on a member of the GM Transport Committee of the summons shall not affect the validity of a meeting of the GM Transport Committee.
- 4.3* A member of the GM Transport Committee may require a particular item of business, including any motion, which is relevant to the powers of the GM Transport Committee, to be discussed at an ordinary meeting of the GM Transport Committee subject to at least eight clear days notice of such intention being given to the Secretary in writing, signed by the member concerned and specifying the business to be discussed. The Secretary shall set out in the agenda for each meeting of the GM Transport Committee the items of business requested by members (if any) in the order in which they have been received, unless the member concerned has given prior written notice to the Secretary prior to the issue of the agenda for the meeting, for it to be withdrawn. If the member concerned is not present at the meeting when an item of

which they have given notice comes up for discussion, this item shall, unless the GM Transport Committee decides otherwise, be treated as withdrawn. A member shall not have more than one item of business, or motion, standing in their name to be discussed at any meeting of the GM Transport Committee.

- 4.4 No motion by way of notice to rescind any resolution which has been passed within the preceding six months, nor any motion by way of notice to the same effect as any motion which has been negated within the preceding six months, shall be in order, unless the notice thereof shall have been given in time for inclusion on the agenda for the meeting, in accordance with paragraph 4.3 above, and the notice shall have been signed by four other members in addition to the member who is to propose the motion.
- 4.5* Except in the case of business required by these Rules to be transacted at a meeting of the GM Transport Committee, and other business brought before the meeting as a matter of urgency, and of which the Secretary shall have prior notice and which the Chair considers should be discussed at the meeting, no business shall be transacted at a meeting of the GM Transport Committee other than that specified in the agenda for the meeting.

5. Chair of Meeting

- 5.1* At each meeting of the GM Transport Committee the Chair, if present, shall preside.
- 5.2* If the Chair is absent from a meeting of the TfGMC, the Secretary shall invite the members present to elect a member to preside for the duration of the meeting or until such time as the Chair joins the meeting.
- 5.3 Any power or function of the Chair in relation to the conduct of a meeting shall be exercised by the person presiding at the meeting.

6. Quorum

- 6.1* No business shall be transacted at any meeting of the full GM Transport Committee unless at least 8 of the members are present).
- 6.2* The quorum for any meeting of a Sub Committee of the GM Transport Committee shall be one third of the membership of that body.
- 6.3 If at the time for which a meeting is called, and for 15 minutes thereafter, a quorum is not present, then no meeting shall take place.
- 6.4 If during any meeting of the GM Transport Committee the Chair, after counting the number of members present, declares that there is not a quorum present, the meeting shall stand adjourned to a time fixed by

the Chair. If there is no quorum and the Chair does not fix a time for the reconvened meeting, the meeting shall stand adjourned to the next ordinary meeting of the GM Transport Committee.

7. Order of Business

7.1 At every meeting of the GM Transport Committee the order of business shall be to select a person to preside if the Chair is absent and thereafter shall be in accordance with the order specified in the agenda for the meeting, except that such order may be varied -

- (a) by the Chair at his/her discretion, or
- (b) on a request agreed to by the GM Transport Committee

7.2 The Chair may bring before the GM Transport Committee at their discretion any matter that they consider appropriate to bring before the GM Transport Committee as a matter of urgency.

8. Submission of Sub Committee Proceedings

8.1 Except where a Sub Committee appointed by the GM Transport Committee is acting under delegated authority, the Minutes of the proceedings of each of the GM Transport Committee's Sub Committees shall be submitted to the GM Transport Committee for confirmation. Confirmation by the GM Transport Committee of those Minutes shall constitute approval of the proceedings of those Sub Committees.

8.2 The Chair of a Sub Committee, or other member of the Sub Committee acting in their place, shall deal with matters arising during any debate on the proceedings of the Sub Committee.

8.3 A Chair of a Sub Committee, or other member of the Sub Committee acting in their place, may, with the consent of the GM Transport Committee, withdraw any item on the Minutes of that Sub Committee, or correct any factual inaccuracy, which might otherwise result in the GM Transport Committee being misinformed on any item in the Sub Committee's Minutes.

8.4 When considering the Minutes of the proceedings, no motion or amendment shall be made or proposed, or any discussion allowed upon any matter which, although within the province of the Sub Committee, does not appear in the Minutes of the proceedings.

9. Rules of Debate

Motions

- 9.1 A Motion (or amendment) shall not be discussed unless it has been proposed and seconded. It shall, if required by the Chair, be put in writing and handed to the Chair, who shall determine whether it is in order before it is further discussed or put to the meeting.
- 9.2 A member when seconding a Motion or amendment may, if they then declare their intention to do so, reserve their speech until a later period of the debate. No member may, except at the discretion of the Chair, address the GM Transport Committee more than once on any Motion. The mover of the original Motion may reply but shall confine such reply to answering previous speakers and shall not introduce any new matter into the debate. After the reply the question shall be put forthwith.
- 9.3 A member when speaking shall address the Chair. If two or more members signify their desire to speak, the Chair shall call on one to speak: the other or others shall then remain silent. While a member is speaking no other member shall intervene unless to raise a point of order or by way of personal explanation.
- 9.4 A member shall direct his/her speech to the question under discussion or to a personal explanation or to a point of order. No speech shall exceed five minutes except by consent of the Chair.

Amendments to Motions

- 9.5 An amendment shall be relevant to the Motion and shall be either:-
- (a) to refer a subject of debate to a Sub Committee for consideration or reconsideration: or
 - (b)
 - (i) to leave out words from the Motion
 - (ii) to leave out words from, and insert or add others to, the Motion:
 - (iii) to insert words in, or add words to, the Motion:
- but such omission, insertion or addition of words shall not have the effect of negating the Motion before the GM Transport Committee.
- 9.6 Only one amendment may be moved and discussed at a time and no further amendment shall be moved until the amendment under discussion has been disposed of. The mover of an amendment shall read the same before speaking to it.
- 9.7 If an amendment is negated, other amendments may be moved on the original Motion. If an amendment is carried, the Motion as amended shall take the place of the original Motion and shall become the substantive Motion upon which any further amendment may be moved, except any amendment which would be inconsistent with that already carried. The right of reply under paragraph 9.2 above shall not extend to the mover of an amendment which, having been carried, has

become the substantive Motion. No member shall move more than one amendment on any Motion.

9.8 A member may, with the consent of the GM Transport Committee, signify without discussion:-

- (a) alter a Motion of which they have given notice
- (b) with the consent of their seconder alter a Motion which they have moved:

if in either case the alteration is one which could be made as an amendment thereto.

9.9 A Motion or amendment may be withdrawn by the mover with the consent of the GM Transport Committee (which shall be signified without discussion) and no member may speak upon it after the mover has asked permission for its withdrawal, unless such permission has been refused.

9.10 When a Motion is under debate no other Motion shall be moved except the following:-

- (a) That the Motion be amended
- (b) That the GM Transport Committee proceed to the next business
- (c) That the question be put
- (d) That the debate be adjourned
- (e) That the meeting be adjourned
- (f) That the member named be warned
- (g) (By the Chair under paragraph 11.2 below) That the member named leave the meeting, or
- (h) That the press and public be excluded (in accordance with Section 100A of the Local Government Act, 1972)

9.11 A member who has not already spoken on the item under consideration may move without comment at the conclusion of a speech of another member "That the GM Transport Committee proceed to the next business", "That the question be put", "That the debate be adjourned" or "That this meeting of the GM Transport Committee be adjourned" and on the seconding of that Motion the Chair shall proceed as follows:

- (a) on a Motion to proceed to the next business, unless in their opinion the original Motion or amendment has been insufficiently discussed, they shall first give the mover of the original Motion a right of reply, and then put to the vote the Motion to proceed to the next business; if this latter Motion is carried, the original Motion or amendment under discussion shall be deemed to be withdrawn

- (b) on a Motion that the question be put, unless in their opinion the Motion or amendment before the meeting has not been sufficiently discussed, they shall first put to the vote the Motion that the question be put and, if it is carried, they shall then give the mover of the original Motion their right of reply under paragraph 9.2 above, before putting the Motion or any amendment then under discussion to the vote
- (c) on a Motion to adjourn the debate, if, in the Chair's opinion, the Motion or amendment before the meeting has not been sufficiently discussed, and cannot reasonably be sufficiently discussed on that occasion, they shall put to the vote a Motion to adjourn the debate to the next meeting of the GM Transport Committee, or to a time stated, without giving the mover of the original Motion their right of reply on that occasion; if the adjournment Motion is carried, then, on the resumption of the debate, the Chair shall reintroduce the Motion or amendment before the meeting at the time the debate was adjourned, and the member who moved the adjournment of the debate shall be entitled to speak first
- (d) on a Motion to adjourn a meeting of the GM Transport Committee until a specified date and time, the Chair shall forthwith put such a Motion to the vote without giving any right of reply to the mover of any Motion under discussion and, if the Motion is carried, the remaining business of the day shall stand adjourned until the date and time stated in the Motion. On the resumption of the meeting of the GM Transport Committee the procedure in paragraph 9.11(c) above shall apply

9.12 No member may move any of the Motions in paragraph 9.11 above on more than one occasion at each meeting and, when such a Motion is not carried, a second Motion of the like nature shall not be made within half an hour unless, in the opinion of the Chair, the circumstances of the question are materially altered.

Points of Order

- 9.13 A member may, with the permission of the Chair, raise a point of order or in personal explanation, and shall be entitled to be heard forthwith. A point of order shall relate only to an alleged breach of the Rules of Procedure or statutory provision and the member shall specify which part of the Rules of Procedure or statutory provision and the way in which they consider it has been broken. A personal explanation shall be confined to some material part of a former speech by the member which they consider to have been misunderstood in the present debate.
- 9.14 The ruling of the Chair on a point of order, or the admissibility of a personal explanation, shall not be open to discussion.

- 9.15 Whenever the Chair intervenes during a debate a member then speaking or offering to speak shall give way.

Motion to exclude the Press and Public

- 9.16 A Motion to exclude the press and public in accordance with Section 100A of the Local Government Act, 1972 may be moved, without notice, at any meeting of the GM Transport Committee during an item of business whenever it is likely that if members of the public were present during that item there would be disclosure to them of confidential or exempt information as defined in Section 100A of the 1972 Act.

10. Voting

- 10.1 Whenever a vote is taken at meetings of the GM Transport Committee it shall be by a show of hands. On the requisition of any member of the GM Transport Committee, supported by four other members who signify their support by rising in their places, and before the vote is taken, the voting on any question shall be recorded so as to show whether each member present gave their vote for or against that question or abstained from voting.
- 10.2* In the case of an equality of votes, the Chair shall have a second, or casting, vote.
- 10.3* A member may demand that his/her vote be recorded in the Minutes of the meeting.

11. Conduct of Members at meetings

- 11.1 If at a meeting any member of the GM Transport Committee, misconducts him or herself by persistently disregarding the ruling of the Chair, or by behaving irregularly, improperly or offensively, or by wilfully obstructing the business of the GM Transport Committee, the Chair or any other member may move "That the member named be warned" and the Motion if seconded shall be put and determined without discussion.
- 11.2 If the member named continues such misconduct after a Motion under the foregoing paragraph has been carried, the Chair shall either:-
- (a) move "That the member named leave the meeting" (in which case the Motion shall be put and determined without seconding or discussion)
 - (b) adjourn the meeting of the GM Transport Committee for such period as they consider expedient
- 11.3 In the event of general disturbance, which in the opinion of the Chair, renders the due and orderly dispatch of business impossible the Chair, in addition to any other power vested in him or her may, without

question put, adjourn the meeting of the GM Transport Committee for such period as he or she considers expedient.

12. Disturbance by Members of the Public

- 12.1 If a member of the public interrupts the proceedings at any meeting the Chair shall warn him or her. If they continue the interruption the Chair shall order his or her removal from the room. In the case of general disturbance in any part of the room open to the public the Chair shall order that part to be cleared.

13. Interests of Members

- 13.1* A member must have regard to the Code of Conduct for Members of the local authority for which they are an elected member and their obligations in relation to the disclosures of, and possible withdrawal from a meeting, for reason of personal and prejudicial interests.

14. Appointment of Sub Committees

- 14.1 The GM Transport Committee shall at the Annual Meeting appoint such Sub Committees as it has at that, or any earlier meeting, resolved to establish; may, at any time, appoint such other Sub Committees as are necessary to carry out the work of the GM Transport Committee; and may, at any time, dissolve a Sub Committee or alter its membership.
- 14.2 The terms of reference of Sub Committees shall be approved by the GM Transport Committee and shall be subject to review at each Annual Meeting.
- 14.3 The GM Transport Committee shall at each Annual Meeting, or whenever there is a vacancy in such office, appoint the Chair of each Sub Committee.
- 14.4 The GM Transport Committee may at any time remove a member from the office of a Sub Committee and appoint another member to fill the resultant vacancy.
- 14.5 A member may resign from the office of Chair of a Sub Committee by notice in writing delivered to the Secretary, the resignation to take effect from the time of receipt of such notice.
- 14.6 Wherever possible, a programme of dates and times of Sub Committee meetings for the ensuing year shall be approved at the Annual Meeting of the GM Transport Committee, or, on the first appointment of a Sub Committee, at any other meeting of the GM Transport Committee. Such a programme shall, however, be capable of variation by the GM Transport Committee, and, in case of urgency, by the Chair of the Sub Committee.

- 14.7 GM Transport Committee members may attend a meeting of any Sub Committee of which they are not a member, but shall not, without the consent of the Chair, take part in any proceedings. They shall not, in any event, move any Motion or amendment, or vote at such a meeting. Such members may attend a Sub Committee meeting during consideration of any business indicated on the agenda as likely to be considered when the public have been excluded, provided advance written notice has been given to the Secretary of the member's intention to attend for the discussion of such business, and his or her reasons for so doing.
- 14.8 A member of the GM Transport Committee who has moved a Motion that has been referred to any Sub Committee shall have notice of the meeting of the Sub Committee at which it is proposed to consider the Motion. They shall have the right to attend the meeting and if the member attends, they shall be afforded an opportunity of explaining the Motion.

15. Publication of Reports

- 15.1* Reports or other documents for the consideration of the GM Transport Committee or a Sub Committee shall be marked "Private & Confidential Not for Publication" only if the Secretary, as Proper Officer under Section 100B(2) of the Local Government Act 1972 determines that this should be done on one or more of the grounds specified in the Act.
- 15.2 A Member of the GM Transport Committee or a member of the public may request that an item of business containing exempt information should be taken in public and such a request should be dealt with by the meeting at which the item is to be considered in private as the first item on the agenda. The procedure for dealing with such requests is set out in Rules 16 and 17 below.
- 15.3* Copies of the agenda of meetings of the GM Transport Committee or its Sub Committees, including prints of reports or other documents to be submitted to the GM Transport Committee or Sub Committees (other than reports or other documents marked "Not for Publication") shall be furnished prior to the meeting to representatives of the press, radio and television and shall also be furnished at the meeting to members of the public attending such meetings. Such documents shall also be made available for public inspection, at least five clear days before any meeting, at Churchgate House, Oxford Street, the Town Hall, Manchester, M1 6EU.
- 15.4* Where an item or report has been added to an agenda, any revised agenda or additional report shall be available for public inspection as soon as the item or report has been added to the agenda, provided copies are also, at that time, available to members of the .

16. Access to Information Procedure Rules

- 16.1 Except as otherwise indicated, these rules apply to all meetings of the GM Transport Committee and its Sub Committees.
- 16.2 The Rules in Section 16 do not affect any more specific rights to information contained elsewhere in these Rules of Procedure or the law.
- 16.3 The GM Transport Committee will supply copies of:
- (a) any agenda and reports that are open to public inspection
 - (b) any further statements or particulars, if any, as are necessary to indicate the nature of the items in the agenda
 - (c) if the Secretary thinks fit, copies of any other documents supplied to members in connection with an item
 - (d) to any person on payment of a charge for postage and any other costs.
- 16.4 The GM Transport Committee will make available copies of the following for six years after a meeting:
- (a) the minutes of the meeting, excluding any part of the minutes of proceedings when the meeting was not open to the public or which disclose exempt or confidential information
 - (b) a summary of any proceedings not open to the public where the minutes open to inspection would not provide a reasonably fair and coherent record;
 - (c) the agenda for the meeting
 - (d) reports relating to items when the meeting was open to the public
- 16.5 The relevant Chief Officer will set out in every report a list of those documents (called background papers) relating to the subject matter of the report that in his/her opinion:
- (a) disclose any facts or matters on which the report or an important part of the report is based
 - (b) which have been relied on to a material extent in preparing the report but does not include published works or those which disclose exempt or confidential information

17. Exclusion of access by the public to meetings

(a) Confidential information – requirement to exclude public

- 17.1 The public must be excluded from meetings whenever it is likely in view of the nature of the business to be transacted or the nature of the proceedings that confidential information would be disclosed.

- 17.2 Where the meeting will determine any person's civil rights or obligations, or adversely affect their possessions, Article 6 of the Human Rights Act establishes a presumption that the meeting will be held in public unless a private hearing is necessary for one of the reasons stated in Article 6.

(b) Meaning of confidential information

- 17.3 Confidential information means information given to the GM Transport Committee by a Government department on terms that forbid its public disclosure or information that cannot be publicly disclosed by reason of a Court Order or any enactment.

(c) Meaning of exempt information

- 17.4 Exempt information means information falling within the following categories (subject to any qualifications):

- (i) information relating to any individual
- (ii) information which is likely to reveal the identity of any individual
- (iii) information relating to the financial or business affairs of any particular person (including the authority holding that information)
- (iv) information relating to any consultations or negotiations, or contemplated consultations or negotiations in connection with any labour relations matter arising between the GM Transport Committee or a Minister of the Crown and employees of, or office holders under, the GM Transport Committee
- (v) information in respect of which a claim to legal professional privilege could be maintained in legal proceedings
- (vi) information which reveals that the GM Transport Committee proposes a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or b) to make an order or direction under any enactment
- (vii) information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime

(e) Exclusion of Access by the public to reports

- 17.5 If the Secretary thinks fit, the GM Transport Committee may exclude access by the public to reports which in his/her opinion relate to items during which the meeting is likely not to be open to the public. Such reports will be marked "Not for Publication" together with the category of information likely to be disclosed.

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**Manchester City Council
Report for Resolution**

Report to: Executive – 26 June 2019

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

Report of: City Solicitor

Summary

To record the decision of the Leader of the Council to delegate all of the Council's executive functions to the Executive from 15 May 2019.

To ask the Executive to note and endorse the arrangements agreed by the Leader for the discharge of all of the Council's executive functions:-

- recorded at the revised Part 3, Section A of the Council's Constitution;
- recorded at the revised Part 3, Section F of the Council's Constitution.

Recommendations

That the Executive:

1. Notes the decision of the Leader of the Council to exercise his power under Section 9(E)(2) of the Local Government Act 2000 (as amended) to delegate the discharge of all of the Council's executive functions to the Executive;
2. Subject to 3 below, notes and endorses the arrangements agreed by the Leader to delegate to officers the discharge of all of the Council's executive functions recorded at Part 3, Section F of the Council's Constitution as set out in the version of that section presented to Council at its Annual Meeting on 15 May 2019;
3. Notes and endorses subsequent minor amendments made to Part 3, Section F of the Council's Constitution by the City Solicitor under Article 15.2(a) of the Constitution;
4. Notes and endorses the consequential amendments to the delegations of executive of functions to officers recorded at Part 3, Section A of the Council's Constitution, made by City Solicitor under delegated authority granted by the Leader;
5. In relation to the Scheme of Delegation to Officers set out in Part 3, Section F of the Council's Constitution, the Executive is asked to note that delegations of executive functions include those functions that are designated as "Executive Functions" and those functions that are designated as "General Functions" insofar as these are executive functions.

Wards Affected: All

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

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

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

None directly.

Financial Consequences – Capital

None directly.

Contact Officers:

Name: Fiona Ledden
 Position: City Solicitor
 Telephone: 0161 234 3087
 E-mail: fiona.ledden@manchester.gov.uk

Name: Stephen Hollard
 Position: Group Manager Democratic Services Legal Group
 Telephone: 0161 234 3336
 E-mail: s.hollard@manchester.gov.uk

Background documents (available for public inspection):

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

Manchester City Council Constitution – 2019

(https://www.manchester.gov.uk/info/100004/the_council_and_democracy/2446/our_constitution)

1.0 Introduction

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

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

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

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

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

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

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

2.0 The Delegation of Executive Functions

2.1 The Executive is asked to note and endorse the arrangements agreed by the Leader for the delegations to officers of the Council's various executive functions as recorded at Part 3, Section F of the Council's Constitution as presented to Council at its Annual Meeting on 15 May 2019 (and subject to subsequent minor amendments made by the City Solicitor under Article 15.2(a) of the Council's Constitution).

2.2 The Executive is asked to note and endorse the delegations to officers of the Council's various executive functions recorded at Part 3, Section A of the Council's Constitution as amended by the City Solicitor acting under delegated authority granted by the Leader allowing the making of consequential amendments to that section.

3.0 Contributing to the Manchester Strategy

(a) A thriving and sustainable city

Not directly applicable

(b) A highly skilled city

Not directly applicable

(c) A progressive and equitable city

Not directly applicable

(d) A liveable and low carbon city

Not directly applicable

(e) A connected city

Not directly applicable

4. Key Policies and Considerations

(a) Equal Opportunities

none

(b) Risk Management

The Council's Constitution is a key document that ensures effective corporate governance of the Council. Principle 2 of the Council's *Code of Corporate Governance* deals with "Having clear responsibilities and arrangements for accountability", which point 2.1 of the *Code* clarifies as "Ensuring effective leadership throughout the Council and being clear about Executive and Non-Executive functions.

(c) Legal Considerations

Ensuring that the discharge of the Council's executive functions has been delegated to the appropriate Council officers in accordance with the law, and that such delegation has been accurately recorded in the Council's Scheme of Delegation in the Constitution is of importance in ensuring that Council officers do not take actions for which they do not have the appropriate delegated authority.

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**Manchester City Council
Report for Resolution**

Report to: Audit Committee - 11 June 2019
Executive – 26 June 2019

Subject: Revenue Outturn Report 2018/19

Report of: Deputy Chief Executive and City Treasurer

Summary

The report outlines the final outturn position for 2018/19

Recommendations

The Executive is recommended to:

- 1 Note the outturn position for 2018/19 as set out in the report and summarised in the table at paragraph 4.
 - 2 Note the Housing Revenue Account position for 2018/19 as outlined in paragraphs 48 to 51.
 - 3 Note the overall General Fund position for 2018/19 as outlined in paragraph 52.
 - 4 Approve the use of budgets to be allocated as outlined in paragraph 53.
 - 5 Approve the use of reserves as outlined in paragraph 55.
-

Wards Affected: None directly

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	The effective use of resources underpins the Council's activities in support of its strategic priorities.
A highly skilled city: world class and home grown talent sustaining the city's economic success	
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	
A liveable and low carbon city: a destination of choice to live, visit, work	
A connected city: world class infrastructure and connectivity to drive growth	

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

- Equal Opportunities Policy
 - Risk Management
 - Legal Considerations
-

Financial Consequences – Revenue

There is a small underspend at the end of the financial year which will be met from the General Fund reserve. Where required, provision has been made for known liabilities. Reserves are considered to be at a reasonable level to underwrite potential future costs and risks. If all recommendations are approved the Deputy Chief Executive and City Treasurer is of the opinion that the Council remains in a robust financial position.

Financial Consequences – Capital

There are no consequences for the capital budget.

Contact Officers:

Name: Carol Culley
Position: Deputy Chief Executive and City Treasurer
Telephone: 0161 234 3406
E-mail: c.culley@manchester.gov.uk

Background documents (available for public inspection):

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

The Revenue Budget 2018/19 as approved by Executive 7 February 2018

Introduction

1. This report provides a summary of the revenue outturn position for 2018/19.
2. Appendix 1 sets out the performance against the Prudential indicators in support of the council's borrowing requirement.

Outturn Position 2018/19

3. For 2018/19 the outturn variance to budget is an overspend of £293k. This is a reduction of £0.767m from the overspend position of £1.060m reported to the Executive in February.

Summary Budget Information

4. The following table summarises the spend for 2018/19 by service. The paragraphs that follow outline the main reason for the variation to budget and the changes from the previous forecast reported to Executive in February 2019 which was based on the position as at end December 2018.

Overview of Outturn Position 2018/19

	Revised Budget	Outturn	Variance	Variance last reported to Executive	Movement since last report to Executive
	£000	£000	£000	£000	£000
Total Available Resources	(578,828)	(580,628)	(1,800)	(1,943)	143
Total Corporate Budgets	122,578	119,972	(2,606)	(1,813)	(793)
Children's Services	112,855	119,877	7,022	6,999	23
Adult Social Care	182,901	186,126	3,225	3,200	25
Homelessness	9,643	10,711	1,068	799	269
Corporate Core	70,650	67,187	(3,463)	(3,461)	(2)
Neighbourhoods and Highways	72,909	72,273	(636)	(688)	52
Strategic Development	7,293	4,776	(2,517)	(2,033)	(484)
Total Directorate Budgets	456,250	460,949	4,699	4,816	(117)
Total Use of Resources	578,828	580,921	2,093	3,003	(910)
Total forecast over / (under) spend	0	293	293	1,060	(767)

Resources to support the Revenue Budget (£1.8m underspend)

5. The Council is responsible for the collection of local taxes (Council Tax and Business Rates). At the end of March 2019, 93.00% of Council Tax had been collected. This is 0.01% behind the position at the end of 2017/18. Council Tax relating to 2018/19 will continue to be collected and the ultimate collection rate will be higher.
6. Business Rates collection for 2018/19 at 31 March 2019 is 97.4%, 1.1% above the same point in 2017/18. Whilst the collection rate has increased, the continued volatility in the position for appeals and new buildings coming onto the list means that it is very difficult to predict future collection rates.
7. However, it should be noted that the income to be included in 2018/19 for these areas is fixed. Any variances will not impact until future years.
8. The available resources to fund the revenue budget are £1.8m higher than budgeted, this is a reduction in the underspend of £143k since that reported in February. The underspend is mainly due to:
 - Dividend income of £1.27m, made up of £0.815m from the National Car Parking joint venture and £455k from Piccadilly Triangle rental dividend which was not budgeted for, over and above the £400k budgeted.
 - Additional income of £0.516m relates to £235k release of a pay provision no longer required, £125k following an independent review of invoicing, 1£84k from a reduction in the required bad debt provision and an additional £72k from Manchester Central Convention Centre events income.

Corporate Budgets (£2.606m underspend)

9. Spend against Corporate budgets is £2.606m less than budget, an increase in the underspend of £0.793m since it was last reported in February, predominantly due to the release of unused contingency and the lower carbon reduction levy.
10. The reasons for the underspend are:
 - £340k centrally held contingency was not required in 2018/19, this is in addition to the £1.58m which was held in relation to the Waste Levy and reported in February.
 - The carbon reduction levy is £246k lower than budgeted, due to emissions across the estate being lower than estimated and a previous year usage adjustment.
 - Levies are £27k lower than the budget set due to lower than anticipated recharges for legacy GM probation and magistrates costs.
 - There is a central budget for historic pension costs. Additional allowances are £71k below budget and teacher's historical pension costs are underspent by £342k as the number of people in the scheme continues to reduce.

Children's Services (£7.022m overspend)

11. The 2018-20 budget delivery plan projected that the level of need for children and young people would cost an additional £19.6m over the period 2018-20. This was based on an estimate of placement need and further developments as a continuation of the existing strategy, whereby numbers in external residential and foster care provision were expected to reduce during 2018/19 and 2019/20.
12. The £7.022m overspend for Children's Services is an increase of £23k on that reported to Executive in February 2019. Whilst significant progress has been made in the delivery of the strategy the planned reductions in the numbers of external residential and external foster care placements has not been fully achieved. The position reflects additional funding to reduce the forecast overspend as set out below:
 - Allocation of corporate inflation contingency to meet increased unit cost of placements and other inflationary pressures of £2.9m.
 - Draw down of £1.5m of non-recurrent funding set aside as part of the 2018-20 budget to mitigate the risk of external residential placements numbers not reducing during the remainder of 2018/19.
13. The position is in line with that forecast in February 2019, with only a small increase in the overspend of £23k. The estimated impact for 2019/20 has been reviewed as part of the budget setting process. The 2019/20 budget includes additional funding to reflect the higher levels of residential and fostering care required and ongoing investment into early help in localities that is intended to deliver better outcomes and improved financial sustainability.
14. The main variances on the Children's Services budget are summarised in the following paragraphs.
15. Residential Placements - The budget for residential placements overspent by £3.094m, a decrease of £329k from that reported in February 2019. This reflects the inclusion of confirmed partner contributions as part of the multi-agency agreements to jointly review, support and fund complex placements.
16. External and Internal Fostering and Special Guardianship Orders (SGOs) - The budget overspent by £3.072m which is unchanged from the position reported in February. However there has been a reduction in the use of Independent Fostering Agencies with a corresponding increase in foster carers employed by the Council. There has also been an increase in the number of Special Guardianship Orders which is in line with the objective of promoting permanency for children and young people within families. These changes are in line with the strategy to increase family based permanent arrangements for children to improve outcomes as well as a more cost effective way of meeting demand.

17. Youth Offending Service - The budget overspent by £159k reflecting the overall increased number of remand placements and other forms of support. This is a highly volatile area overseen by partners on the Youth Justice board who are working with the judiciary in order to minimise the remand period. The overspend has reduced by £90k in the last quarter with some reductions in both the numbers and duration of remand placements.
18. Other Children's Services budget overspends are as follows:
- Fostering, Adoption and Leaving Care Services - The £217k overspend is largely due to the higher than budgeted management fee for the Regional Adoption Agency (RAA) hosted by Stockport Council. Identifying prospective adopters is a challenge nationally and to increase the number of adoption opportunities for Manchester children it was considered beneficial to invest in a RAA as the model for Manchester. Additional investment of £200k has been provided in the 2019/20 budget.
 - Legal Fees - The £0.587m overspend on legal advice and court proceedings reflects the charges associated with providing information required by the courts in accordance with the Family Procedure Rules. Further funding of £400k has been provided for in 2019/20 based on the anticipated activity.
 - Leaving Care accommodation - the overspend of £341k is as a result of the increased numbers of care leavers requiring support. The service was retendered during 2018/19 securing an improvement in the support offered and reduction in costs of 30% which has partly offset the impact of an increase of 14 placements since December.
 - Child and Adolescent Mental Health Services (CAMHS) - it has been agreed to pay £480k to the Manchester Foundation Trust for the support required where the local authority is the corporate parent. This is based on an interim specification and the arrangement will be reviewed in 2019/20. Additional investment of £500k has been provided in the 2019/20 budget.
 - Other overspends of £220k, mainly relating to support for families to safeguard and promote the welfare of children in need (Section 17 of the Children's Act 1989).
19. The overspend is offset by the following underspends:
- £108k for the Complex Safeguarding Hub and Multi Agency Safeguarding Hub due to the phasing of costs for this new service against the full year allocated budget.
 - £0.683m for Directorate Core and Back Office costs, in part reflecting the review of discretionary spend undertaken as part of the Recovery Plan.
20. The main variations in the budgets for Education Services are summarised below:
- Early Years - An overspend of £225k largely relating to increased spend for building maintenance costs and less rental income being generated from Children's Centre sites being used by Early Years providers.
 - Strategic Leads and Quality Assurance – An underspend of £0.583m reflecting use of available grant income and vacancies within the service.

21. The centrally retained Dedicated Schools Grant (DSG) has overspent by £1.711m, largely due to expenditure within the high needs block which supports the education of children with Special Educational Needs and Disabilities (SEND). The overspend has increased by £1.1m since that reported in February due to additional post-16 special education needs and disability pressures. This is due to post-16 Education, Health and Care Plans (EHCP) for the colleges being £0.8m higher than previously notified and additional EHCPs allocated for the spring term of £150k. In particular in-year adjustments to SEND funding to primary, secondary and colleges was £1.1m higher than what was expected in December 2018. This reflects the national position where demand for high needs services are outstripping the level of grant funding available. This has been recognised nationally by the Department for Education (DfE) and Manchester City Council and other local authorities have been lobbying for the funding to be increased.
22. During the autumn the Council consulted schools and the Schools Forum on a transfer of funding from the schools block to the high needs block of 0.5% per pupil (£2m) in 2019/20. This was to fund the increased numbers of children and young people with Education, Health and Care Plans. However, in December 2018 the DfE announced additional funding nationally, of which £1.281m for 2018/19 and 2019/20 has been allocated to Manchester City Council. As a result it was agreed not to progress the funding transfer.
23. A detailed report on SEND and a review of the High Needs Block was provided to Schools Forum on 13th May 2019. This estimated that the overspend on the DSG due to High Needs is expected to increase to around £2.7m in 2019/20. The report identified recovery proposals including the need to consult with schools again on a transfer grant from the Schools Block to the High Needs Block in 2020/21.

Adult Services (£3.225m overspend)

24. The final outturn position is an overspend of £3.225m an increase of £25k on that reported in February 2019. £3.351m relates to the areas of social care included in the Manchester Health and Care Commissioning (MHCC) Pooled Budget, offset by a £126k underspend for Adult Social Care services outside the pool. In 2018/19 the MHCC Pooled Budget for both health and social care totalled £1.1 billion. The CCG (health) element of the pooled budget was balanced for 2018/19.
25. As reported during the year the overspend on the Pooled Budget predominantly related to the time required to implement the new care models being longer than originally planned which affected the timing of the associated savings. The delivery timescales and phasing of the delivery of savings has been reset as part of the 2019/20 budget process with collaborative work across a number of organisations in place to secure their delivery. Where the new care models have been implemented evaluation is being carried out to see if they are delivering the expected changes.

26. Funding for demographic growth of £7.416m was approved as part of the Council's contribution to the MHCC Pooled Budget. This funding has been utilised to meet the increase in numbers requiring care and support as previously reported, £2.5m of this was used to reduce the overspend as part of the Recovery Plan, with a further £0.4m subsequently applied by year end as the demand reduction from reablement was not achieved as planned.
27. As part of the 2018 Autumn budget and December 2018 Finance Settlement the government announced £240m of additional funding for 2018/19 and 2019/20 for councils to spend on adult social care to help councils alleviate winter pressures on the NHS, getting patients home quicker and freeing up hospital beds across England. The use of the 2018/19 allocation of £2.67m was agreed between partners and at the Council's Executive in December 2018. The proposals were part of a wider funding strategy that smoothed resources over two to three years to enable permanent rather than agency or temporary appointments for social work posts supporting the delivery of the social care improvement plan, transition to the new home care contracts and to support the health and social care system to manage winter pressures. This includes a carry forward of £0.560m into 2019/20. This is in line with that planned as part of the December Executive report which set out the use for this grant.
28. £1.797m of resource has been transferred to the Adult Social Care Reserve. This relates to underspends on plans for 2018/19 that are largely due to difficulties in recruitment of the staff required. It is anticipated that the move to permanent rather than temporary recruitments will enable this to progress in 2019/20. The funding will be used to meet the ongoing costs of care following hospital discharges that have been met from demography funding in 2018/19 and as part of the longer term funding strategy referred to above. The planned use of the improvement and resilience funding for 2019/20 will be reported to the Executive and Health and Wellbeing Board early in 2019/20.
29. The Adult Social Care grant underspend of £1.889m will also be carried forward as this was to fund the additional costs for the expanded reablement service and other costs associated with the delivery of the new care models which have been rephased. The use of the grant will reflect the revised delivery timescales. Again this is in line with the 2019/20 Budget and Business Plan.
30. A summary of the reasons for the £3.225m overspend is set out below:
- Residential and Nursing budget overspend of £0.737m. Numbers of residential and nursing care placements are 40 lower than 12 months ago, reflecting the strategy to place people closer to home where possible and the increase in extra care schemes. However the revised timescales for the delivery of all the planned extra care schemes means that the associated savings have not been achieved in full.
 - £2.7m of demography funding has been allocated to the budget. This has met the cost of increased demand and in part mitigated the delay in achieving savings in residential placements and care packages expected from the Prevention, High Impact Primary Care and Reablement care

models.

- The position also reflects the use of demographic funding to meet the costs of reducing the number of people with a delayed discharge from hospital who have gone into residential care.
- The Homecare budget overspent by £1.461m due to delays in implementing the new care models, particularly for the use of assistive technology. Since December the homecare hours commissioned have risen by 849 or 3%, which would have resulted in a £3.448m overspend before the application of £2m demographic funding.
- Budgets to support people with a learning disability have overspent by £54k due to a small shortfall against planned savings from the implementation of 'strengths based' support planning. The savings from the reviews of high cost placements have been delivered in full. The position includes the allocation of £1.6m of demography funding to meet the increase in demand for these services.
- The budgets for Mental Health services broke even. This includes the non achievement of the £0.6m savings against the 'strengths based' support planning saving, allocation of £0.8m demography funding to meet new demand and £427k of funding for the national living wage to meet the increase in placement costs and the higher than budgeted number of placements.
- Adult Social Care budgets for care delivered through the Manchester Local Care Organisation have overspent by £1.552m. This largely relates to the cost of agency staff required for in-house care services to ensure the appropriate staffing ratios are met. Whilst recruitment to vacancies across the service is underway this has had limited impact on the level of agency cover required. Further work has commenced to look at future staffing levels as the service develops new provision will result in the need for less agency capacity in the future.
- Reablement underspend of £0.5m relating to delay in expansion of the new care model during 2018/19 has led to an increase in the underspend on the Adult Social Care grant. The grant carry forward is reflected in the £1.889m referenced above.
- Commissioning budgets have overspent by £463k due to the non delivery of planned savings. Potential areas for savings have been identified for 2019/20 as part of the wider re-commissioning work.
- Public Health staffing budgets have underspent by £297k due to delays in recruiting to specialist positions.
- Other budgets within the pool have combined net underspend of £119k and areas outside of the pool an underspend of £126k due to delays in recruitment.

Homelessness / Welfare reforms (£1.068m overspend)

31. The budget for Homelessness Service is £5.7m net of grants. The service also receives external funding including:
- The Flexible Housing Support Grant (FHSG) of £1.3m. This fixed sum grant replaced the demand led Temporary Accommodation Management Fee with effect from 1st April 2018.

- New burdens funding for the Homelessness Reduction Act of £0.509m over two years which has been allocated by the Ministry of Housing, Communities and Local Government.
 - Greater Manchester Combined Authority (GMCA) has received funding of £1.8m over two years to support three hubs across Greater Manchester. Manchester's allocation is £0.745m over the two years.
 - Rough Sleeper Initiative Grant of £418k for 2018/19 and recently announced additional funding of £0.5m from 2018/19 on condition that the service successfully meets criteria.
32. There has been a significant increase in the numbers of households who are homeless in Manchester including families, single people, young people and people who are rough sleeping. This trend is also reflected nationally. Dispersed temporary accommodation placements have increased from 153 in April 2014 to 1,243 in April 2018 and 1,491 in March 2019.
33. The final outturn position is an overspend of £1.068m which is an increase of £269k since that reported in February 2019. The overspend consists of £0.919m in bed and breakfast accommodation and £149k for Homelessness Prevention.
34. Between the last report, based on activity to December 2018, and year end the number of single people supported in bed and breakfast accommodation increased from 89 to 138, with families supported remaining relatively stable (42 at the end of December to 37 by the end of March 2019). This has resulted in an increased overspend of £120k from that reported in February.
35. There has been increased expenditure on prevention payments of £149k to enable families to remain in settled accommodation and prevent people from becoming Homeless. This reduces the reliance on temporary accommodation.
36. Provision to support 'A Bed Every Night' cost £0.569m from November to March, this was funded from GMCA £398k, with the remaining balance funded from MHCLG Cold Weather Payments of £85k and Rough Sleeper Initiative funding of £86k. The impact of the scheme in Manchester is being reviewed and plans for 2019/20 provision are in development.

Corporate Core (£3.463m underspend)

37. The £3.463m underspend is made up of £3.309m Corporate Services and £154k Chief Executives.
38. The outturn shows a small improvement of £2k since that reported in February 2019 which is the net result of a number of changes across the Core.
39. The Chief Executives underspend of £154k includes a £337k underspend due to staffing vacancies, the release of a £168k provision held for a potential repayment of grant monies and £244k higher savings through the purchase of annual leave.

40. This is offset by additional running costs of £104k and £491k overspend in the Coroners Service due to a combination of both increased case numbers and more complex cases.
41. The Corporate Services underspend of £3.309m includes employee savings and running costs with £2.102m due to vacant posts in a number of service areas including Commissioning, Procurement, Revenue and Benefits, Customer Services, Financial Management, Audit and Commercial Governance; a £1.2m reduction in the bad debt provision required for Revenues and Benefits; and £168k additional income in Capital Programmes relating to minor works on Platt Hall, Manchester Velodrome, National Football Museum, Withington Library and City Road East. These are offset by a £161k historic pension liability.
42. A transfer to reserve of £440k Revenue and Benefits Discretionary Housing Payment and Welfare Grant underspend has been made for use against future pressures in this area.

Neighbourhoods Directorate (£0.636m underspend)

43. The £0.636m underspend is made up of a Neighbourhood Services underspend of £0.656m offset by a small £20k overspend in Highways. The underspend has reduced by £52k compared with the February report to the Executive. Further detail on the main variances is set out below:
- Community Safety and Compliance underspend of £0.928m, largely due to employee cost savings because of the delay filling some vacant positions as a result of the police vetting requirements and savings on running costs.
 - Libraries, Galleries and Culture underspend of £149k due to a combination of staff savings through vacancies and reduced expenditure on running costs.
 - Parks, Leisure and Events, Bereavement Services and Pest Control have overachieved against their income targets by £168k. This is offset by a shortfall in the 'The Christmas Offer' income of £63k leaving a net position of £105k.
 - The above is partly offset by overspends in Manchester Markets of £259k due to vacant units at New Smithfield Market and reduced rental income across the markets estate because of the reduced number of tenants.
 - Other overspends of £168k include a Waste and Street Cleaning overspend due to increased pay costs and £123k increased costs of Canal Safety Barriers for the City Centre.
44. It is requested that the £36k that was freed up following the use of the High Street Cleaning Grant in 2018/19 is transferred to reserves for use against future pressures.

45. The position for the Highways Service is a £20k overspend. In December, when last reported, there was an underspend of £488k due to increased income from permit fees, Highways Capital Programmes and reduced plant and machinery costs in Manchester Contracts. This has reduced by £0.508m due to an increased revenue contribution towards the capital costs of both the Asset Surveys and Gully cleansing programmes.

Strategic Development (£2.517m underspend)

46. The £2.517m underspend has increased by £484k from that reported to Executive in February, largely due to the receipt of income at Heron House, Arndale Centre and the Town Hall Extension, offset by expenditure relating to the Civic Quarter Heat Network, demolition costs and sports development costs as below. The underspend is made up as follows:
- Operational Property – additional income including rent for the Town Hall Extension totalling £284k.
 - Licensing underspend of £219k mainly arising from income relating to the licensing of premises.
 - Investment Estate underspend of £1.759m due to increased rental income for land used for car parking and business rate refunds for Heron House and the Arndale, offset by reduced income from rents and advertising.
 - Housing and Residential Growth underspend of £177k due to staff savings from vacant posts and increased contributions from the HRA.
 - Planning Building Control and Licensing underspend of £0.683m which includes underspends in both staffing costs and additional income.
 - Work and skills underspend of £123k underspend largely due to staff savings from vacant posts.
 - Facilities Management overspend of £155k - an underspend of £226k due mainly to staff savings, offset by increased costs of utilities and security.
 - Civic Quarter Heat Network - £216k initial advisor costs to assist in developing the capital scheme.
 - Strategic Development Directorate - expenditure of £218k in relation to unforeseen demolition costs (Hall and Rogers building and Ashton New Road) and funding of sports developments in Eastlands.
 - City Centre Regeneration - £139k overspend due to additional project staff costs.
47. It is requested that £0.524m relating to the unexpected rental income from the Arndale Centre is credited to the Investment Estate smoothing reserve for use against future pressures.

Housing Revenue Account

48. The Housing Revenue Account (HRA) outturn position is a £11.064m favourable variance. This allows for funding set aside to improve fire safety measures through the installation of sprinkler systems within council owned tower blocks which will take place in 2019/20, and £1.128m lower PFI

payments due to delays in delivering the capital works on the Brunswick PFI scheme.

49. The other material variances are £0.660m reduced bad debt provision due to the slower than planned roll out of Universal Credit and proactive work to support residents; and increased income of £369k. This was in the main due to £120k additional rental income because of reduced voids, £124k increased investment income, £45k VAT shelter credits and £55k Feed In Tariff income.
50. The balance of £0.863m underspends is the net impact of a number of smaller variances across budgets, the main changes being £323k relating to backdated Council Tax refunds and £178k release of amounts held on the balance sheet, with the remainder as a result of lower than anticipated legal and professional fees, depreciation charges, bank charges and energy costs.
51. The HRA is a ring-fenced account and any surplus/deficit in year has to be transferred to/taken from the HRA reserve. For 2018/19 £4.295m has been transferred to the HRA general reserve (as opposed to budgeted transfer from reserves of £6.769m). This leaves a balance of £68.863m in the HRA General Reserve. The 30 year business plan currently forecasts that reserves will be exhausted by 2039/40 and work is ongoing to identify efficiencies that ensure that the reserves are kept at a sufficient level to underwrite risk and to fund future investment needs as required.

General Fund Reserve position

52. The General Fund reserve position at 1 April 2018 was £22.307m. The 2018/19 budget assumed there was a transfer to the General Fund reserve of £31k leaving a balance of £22.338m. This excluded the impact of any variance at the end of the 2018/19 financial year. As the actual outturn position is an overspend of £293k the balance on the General Fund Reserve at 31 March 2019 is £22.045m. This is deemed to be a reasonable amount for the risk the City Council is facing and is in line with that planned when the budget was set.

Budgets to be Allocated

53. In line with the 2018/19 budget report to Executive in February 2018 the inflationary pressures and budgets are allocated on the assessment of individual business cases approved by the Executive Member for Finance and Human Resources and the Deputy Chief Executive and City Treasurer. Since last reported to the Executive the following allocations are recommended for approval:
 - Allocation of £1.4m contribution to Manchester Health Care and Commissioning which will be returned in 2019/20.
 - £418k allocation to Homelessness to replace the Rough Sleepers grant allocation, so the grant which can be applied to future pressures.
 - Apply £0.663m to the Cross Cutting Saving target to avoid further saving requirements.

- Waste and Street Cleaning Contract inflation request for £188k. The contract with commenced on 4 July 2015, for the provision of domestic waste collections and street cleansing services. The agreed value of the contract is subject to inflation and any agreed variations. The methodology and formulae for calculating the annual inflation are prescribed within the contract documentation and work has been undertaken to validate this inflationary request.

54. The remaining £340k is to be released to support the revenue budget.

Transfer to Reserves

55. Requests to transfer to reserves totalling £1m, are recommended for consideration by Executive, these are:

- High Street Cleaning - £36k. On 26 March the Ministry of Housing, Communities and Local Government allocated Manchester £95k High Street Cleaning grant. The grant came with strict conditions and needed to be fully allocated by 31 March 2019. Manchester was able to satisfy these conditions and fully allocated the grant. This enabled £36k of planned street cleaning expenditure to be offset alongside £59k new spend. The transfer to reserves of £36k will allow the service to perform future street cleaning and waste activities in 2019/20.
- Discretionary Housing Payments and Welfare Grant - £440k. The 2018/19 Government grant allocation to Manchester was £2.43m, combined with a further £1.4m contribution from the Council, giving a total budget of £3.83m. The majority of this allocation was committed by 31 March 2019 leaving £440k unallocated. The transfer of the unallocated amount to reserves will provide increased capacity for welfare and housing support to Manchester residents in 2019/20, accompanying the further roll out of Universal Credit.
- Arndale rental income - £0.524m. The Council received late notification of rental income from the Arndale in March 2019. The transfer of £0.524m of this income to the Investment Estate Smoothing reserve will be used to protect against future estate pressures.

Prudential Indicators

56. Prudential Indicators were introduced as part of the prudential borrowing regime which replaced the former controls on borrowing through credit approvals. Each year the Council sets various indicators as part of the budget process and then monitors throughout the year that these indicators are not breached. The table at Appendix 1 indicates the final performance against the indicators.

Conclusion

57. Overall the variance of spend to budget for 2018/19 is an overspend of £293k.

58. This is an improved position of £0.767m from that previously reported, to the Executive of £1.060m. In the main the improvement is due to additional fortuitous income and the release of contingencies that were not required.
59. A number of pressures have been addressed through the 2019/20 budget setting process and key risks will continue to be monitored and mitigations sought as required throughout 2019/20. As set out in this report, there are continued pressures on the budgets for Children's Services and Adult Social Care and robust action will be required in 2019/20 if a balanced budget is to be achieved. The achievement of the approved savings targets is also integral to this process and will continue to be closely monitored and reported.

Prudential Indicators APPENDIX 1

No	Prudential Indicator		Target	Actual as at end of March 2018	Target Breached Y/N	
	Ratio of Financing Costs to Net Revenue Stream	Non – HRA	7.74	7.61	N	
		HRA	3.82	3.79	N	
2	Capital Expenditure		£m	£m		
		Non – HRA	568.0	437.5	N	
		HRA	27.5	15.3	N	
		Total	595.5	452.8	N	
3	Capital Financing Requirements *		£m	£m		
		Non – HRA	1,409.6	1,247.0	N	
		HRA	281.7	281.7	N	
		Total	1691.3	1528.7	N	
4	Authorised Limits for External Debt		£m	£m		
		Borrowing	1,454.8	726.1	N	
		Other Long Term Liabilities	216.0	155.9	N	
		Total	1670.8	882.0	N	
5	Operational Boundaries for External Debt		£m	£m		
		Borrowing	1,146.7	726.1	N	
		Other Long Term Liabilities	216.0	155.9	N	
		Total	1362.7	882.0	N	
6	Upper Limits for Fixed Interest Rate Exposures	Net Borrowing at Fixed Rates as a percentage of Total Net Borrowing	100%	63.5%	N	
7	Upper Limits for Variable Interest Rate Exposures	Net Borrowing at Variable Rates as a percentage of Total Net Borrowing	85%	36.5%	N	
			<i>Lower Limit</i>	<i>Upper Limit</i>		
8	Maturity Structure of Borrowing	under 12 months	0%	70%	0%	N
		12 months and within 24 months	0%	100%	19.5%	N
		24 months and within 5 years	0%	80%	25.2%	N
		5 years and within 10 years	0%	70%	0%	N

No	Prudential Indicator	Target		Actual as at end of March 2018	Target Breached Y/N	
		10 years and above	20%	80%	55.3%	N
9	Upper Limits for Principle Sums Invested for over 364 days		£0		£0	N

***Please note that Capital Financing Requirement's Prudential Indicators are draft until confirmed**

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**Manchester City Council
Report for Resolution**

Report to: Audit Committee – 11 June 2019
Resources and Governance Scrutiny Committee – 18 June 2019
Executive – 26 June 2019

Subject: Capital Programme Outturn 2018/19

Report of: The Deputy Chief Executive and City Treasurer

Summary

This report informs members of:

- (a) The outturn of capital expenditure and financing for 2018/19.
- (b) The major variances between the 2018/19 outturn and the previous Capital Programme monitoring report submitted in February 2019.
- (c) The commitments to be carried over into the five year Capital Programme 2019/20 to 2023/24.

Recommendations

Audit Committee are asked to note the report.

Resources and Governance Scrutiny Committee are asked to note the report.

The Executive is requested to:

1. Note the outturn of capital expenditure 2018/19 for the Manchester City Council Programme was £361.6m. The outturn of capital expenditure 2018/19 for the Programme on behalf of Greater Manchester was £91.2m.
 2. Note the changes to the outturn attributable to movement in the programme that occurred after the previous monitoring report to Executive in February 2019.
 3. Approve the budget transfers between capital schemes to maximise the use of funding resources available to the Council.
 4. Note the decisions of the Deputy Chief Executive and City Treasurer regarding the funding of capital expenditure in 2018/19.
 5. Note the impact of final expenditure in 2018/19 on the revised Capital Programme 2019/20 to 2023/24.
-

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	The capital programme contributes to various areas of the economy including investment in public and private sector housing, education and children's social care, transport infrastructure, major regeneration activities, environmental, cultural and leisure services.
A highly skilled city: world class and home grown talent sustaining the city's economic success	The capital programme includes substantial investment in education and also provides opportunities for the construction industry to bid for schemes that could provide employment opportunities at least for the duration of contracts.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The capital programme includes investment in adult and children's social care, education, housing and the environment, cultural and leisure services, all of which contribute towards the strategy.
A liveable and low carbon city: a destination of choice to live, visit, work	Investment in all areas of the capital programme contributes towards this community strategy, notably the investment in sustainable and affordable housing, building schools for the future, transport, environmental and major regeneration programmes.
A connected city: world class infrastructure and connectivity to drive growth	The capital programme includes investment in highways infrastructure, and broadband expansion.

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

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

All Revenue consequences are included in the current Revenue Budget.

Financial Consequences – Capital

The Capital Outturn 2018/19 for Manchester City Council is £361.6m compared to the revised budget of £400.0m submitted to Executive in February 2019. The Capital Outturn 2018/19 for the programme on behalf of Greater Manchester is £91.2m compared to the revised budget of £95.8m.

The programme is subject to continual review to establish whether the forecast remains achievable. Whilst the intention is for the City Council to progress the programme as stated, some projects and their sources of funding may require re-profiling into future years.

The Greater Manchester programme is hosted by the City Council, but is managed by the Combined Authority which also monitors the projects. The City Council is currently working with the Greater Manchester Combined Authority (GMCA) to finalise the novation of a number of Housing Investment Fund projects following the granting of the relevant borrowing powers to the CA. This will be reported in further detail once the position is confirmed.

Contact Officers:

Name: Carol Culley
Position: City Treasurer
Telephone: 0161 234 3406
E-mail: carol.culley@manchester.gov.uk

Name: Janice Gotts
Position: Deputy City Treasurer
Telephone: 0161 234 1017
E-mail: j.gotts@manchester.gov.uk

Name: Tim Seagrave
Position: Group Finance Lead – Capital & Treasury Management
Telephone: 0161 234 3445
E-mail: t.seagrave@manchester.gov.uk

Name: Kate Stonehouse
Position: Principal Finance Manager – Capital
Telephone: 0161 245 7853
E-mail: k.stonehouse@manchester.gov.uk

Background documents (available for public inspection):

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

- Report to the Executive 13th February 2019 – Capital Strategy and Budget 2019/20 to 2023/24
- Report to the Executive 13th March 2019 – Capital Programme – Capital Programme Update

1 Introduction

1.1 The purpose of the report is to:

- Inform the Executive of the outturn position for 2018/19.
- Inform members of the forward commitments into the 2019/20 to 2023/24 capital programme.
- Confirm that funding streams were managed to best utilise resources available to fund the capital programme.

1.2 This report has been redesigned, to provide more information on the activities undertaken in delivering the programme and the risks associated with the works, as well as the financial monitoring and changes required.

1.3 A summary of each part of the programme is included within the report, providing details on the major projects. This is presented alongside a summary of the outturn position, and as a result any changes to the budget that are required. Risks associated with each of the programme areas are highlighted in section 16 of the report.

1.4 Appendix A details the virements requested across the programme since Executive approved the capital budget in February 2019 for 2019/20 onwards. Appendix B details the cost variations since the capital budget was approved in February. Appendix C details the revised capital budget for each project, taking into account the virements requested, any cost variations and any re-profiling between years which has been identified.

2 Capital Budget

2.1 Executive approved the Capital Budget for the period 2018/19 to 2023/24 in February, and there was a subsequent capital budget increase report submitted to Executive on 13 March 2019. The revised capital budget for the period 2018/19 to 2023/24, before changes proposed at outturn, is shown below:

Capital Programme 2018-2024	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	Total Programme
	£m	£m	£m	£m	£m	£m	£m
Capital Budget (Feb 19)	495.4	505.6	419.0	244.0	87.0	39.0	1,790.0
Capital Programme Update (Approved March 19)	0.4	3.4	1.3	0.3	0.0	0.0	5.4
Revised Capital Budget	495.8	509.0	420.3	244.3	87.0	39.0	1,795.4
<i>Of which:</i>							
Manchester City Council Programme	400.00	362.5	382.3	244.3	87.0	39.0	1,515.1
Programme on behalf of Greater Manchester	95.8	146.5	38.0	0.0	0.0	0.0	280.3

2.2 The figures shown above include those approved by the Executive Member for Finance and Human Resources and the Deputy Chief Executive and City

Treasurer under delegated powers and budget increases approved by the Executive.

3 Projects carried out on behalf of Greater Manchester

- 3.1 The Greater Manchester programme has spent £91.2m against a budget of £95.8m, a variance of £4.6m, as the number of loan requests during the year was lower than originally anticipated. The Housing Investment Fund has novated to the Greater Manchester Combined Authority, and most of the associated investments will novate across. The Council will retain a number of loans which cannot easily be novated and the Combined Authority will provide loan finance to offset these assets and provide a guarantee against any losses. The exact number and value of loans retained will be reported once the novations are completed.

4 Capital Outturn 2018/19

- 4.1 The final spend position for the Manchester City Council Capital Programme in 2018/19 is £361.6m compared to a revised budget of £400.0m. The outturn for the 2018/19 Programme on behalf of Greater Manchester is £91.2m compared to a revised budget of £95.8m. The variations, by service area, are shown in the table below.

Capital Programme 2018/19 Outturn

Manchester City Council Programme	Budget £m	Outturn £m	Variance £m
Highways	37.8	38.3	0.5
Neighbourhoods	11.7	8.9	-2.8
Strategic Development	123.0	100.3	-22.7
Town Hall Refurbishment	11.1	8.5	-2.6
Housing - GF	27.8	26.8	-1.0
Housing - HRA	16.7	15.2	-1.5
Children's Services	31.6	29.8	-1.8
ICT	6.3	3.7	-2.6
Corporate Services	134.0	130.0	-4.0
Manchester City Council Programme	400.0	361.6	-38.4
Programme on behalf of Greater Manchester	95.8	91.2	-4.6
TOTAL	495.8	452.8	-43.0
		Reprofiling	-41.4
		Cost Variations	-1.0
		Net over (under) spend	-0.6

- 4.2 There is a capital programme variance of £43.0m between the budget and the outturn position.

4.3 The main changes to the programme since the report to Executive in February 2019 are in the Strategic Development Programme where planned spend is £22.7m lower than budgeted. The main reasons are as follows:

- The fit out of floors 4 and 5 of Heron House, at a cost of £3.8m has been rescheduled for 2019/20.
- Although the legal agreements for the Civic Quarter Heat Network have now been signed this has taken longer than originally forecast and the £3.6m estimated spend for the scheme will now be moved into 2019/20.
- There have been changes to the schedule of works from the contractor with additional fire stoppage works required at One Central Park meaning the final £2.7m will now be spent in 2019/20.
- The £5.1m to support the land acquisitions for the Northern Gateway and the additional works as part of the Eastern Gateway Project will now be required in 2019/20.
- Changes to the planned drawdown of the grant, loan and equity for the City Labs scheme means that £2.0m will now be required in 2019/20 when it is scheduled to complete. The outstanding £2.0m grant for the Digital Business Incubators project has also been made in April 2019 moving it into the next financial year.

4.4 Across the rest of the Capital Programme some of the other main changes include:

- An updated forecast for the Our Town Hall Project, based on the actual tendered costs and the rephasing of some early works. Professional fees for 2018/19 have now been drawn down based on the number of days and following the finalisation of the Management Contractor terms, the cost and drawdown profile has now been amended. As a result £2.6m will be moved in to 2019/20.
- Hardware for the Data Centre Network Design and Implementation project that was scheduled to arrive at the end of March arrived in early 2019/20, meaning the £1.4m budget will be required in next financial year.
- £2.4m for the BioMedical investment programme has been reprofiled in to future years. The company is ahead of progress as set out in the business plan. A variation in the work programme has led to a re-phasing to the timing of the loan drawdown.

4.5 The detail of this report will focus on the Council's Capital Programme outturn for 2018/19. Major variances, by service area are explained below. The implications for the programme from 2019/20 onward are explored towards the end of the report.

5 Highway Services Programme

5.1 The Highways capital programme has spent £38.3m compared to a budget of £37.8m, a variance of £0.5m. The programme is shown in the table below:

Highways	18/19 Budget £m	18/19 Outturn £m	18/19 Variance £m	All Years Budget £m	All Years Forecast £m	All Years Variance £m
Highways Planned Maintenance Programme	14.0	17.3	3.3	116.4	116.3	-0.1
Manchester/Salford Inner Relief Road (MSIRR)	6.0	3.7	-2.3	13.9	13.9	0.0
Street Lighting PFI	11.1	12.1	1.0	32.8	32.8	0.0
Mancunian Way and Princess Parkway NPIF	0.4	0.3	-0.1	8.2	9.7	1.5
Other Projects	6.3	4.8	-1.4	119.0	123.1	4.0
Total Highways	37.8	38.3	0.5	290.3	295.7	5.4
	Reprofiling		0.7			
	Cost Variations		-0.3			
	Net over (under) spend		0.1			

- 5.2 The schemes within the current Highways portfolio include the highways improvement investment fund, projects to improve and increase the use of cycle routes which relieve congestion and reduce air pollution from CO₂ emissions, improvements to pedestrian access in areas in the City, improvements to safety measures and schemes to reduce energy consumption for street lighting.

Activities

- 5.3 Following the original contractor going into administration in early March, a new contractor has now been appointed for the Manchester/Salford Inner Relief Road (MSIRR) scheme, with works re-commencing in early April. The overall scheme will not be significantly affected with completion expected in 2020.
- 5.4 An updated methodology to establish the programme of works for the School crossings programme has been agreed and as a result the first seven schemes were awarded to contractors in the final quarter of 2018/19.
- 5.5 Highways are currently developing a localised social value strategy. Companies will be encouraged to align social value offers in areas such as women in construction, employment of ex-forces personnel, and road safety to maximise impact and ensure social value is achieving key outcomes.
- 5.6 The public consultation for the Manchester to Chorlton Cycleway is now complete. The scheme will now cover a wider area and further improvements have been added meaning additional funding from the Greater Manchester Mayor's cycling fund is required.

- 5.7 A social value meeting has been held with Trafford Council regarding the Cycle City Ambitions Grant (CCAG) scheme which crosses Local Authority boundaries. It has been agreed to set joint targets which will be included with tender documentation.
- 5.8 The Carriageway Resurfacing and Prevention programme continues to progress well with patching works and gully cleaning being delivered across the city. The scheme has also seen a Manchester resident recruited by the contractor with training also provided to three Council employees to increase skills available within the internal workforce. A draft programme for year 3 of this scheme has now also been produced.

Variances – All Years

- 5.9 There is an underspend of £0.1m on the Planned Highways Maintenance Programme which backdates to 2014/15. Highways have confirmed that all retentions have been paid for that year.
- 5.10 Various projects in the Highways Portfolio are contributing to the remaining overspend of £5.5m. However, applications for grant funding have been made to cover the costs associated with the Stockport SEMMMS A6 scheme (£2.9m) for works carried out by Stockport MBC on a section of the Council's road network, and work on the Mancunian Way and Princess Parkway NPIF scheme (£1.5m). There is further forecast spend of £1.9m on the Hyde Road Pinch Point Widening scheme due to changes in the design and additional cycling elements being added and it is anticipated this will be funded by the GMCA.

Variances – In Year

- 5.11 The main variances reported are:

Highways Maintenance Programme

- The Carriageway Preventative and Carriageway Resurfacing Programmes have progressed well, with the outstanding works due to poor weather conditions in 2017/18 now completed alongside a significant amount of the 2018/19 programme. Re-profiling of the entire scheme has resulted in an acceleration of £2.9m in 2018/19.
- Drainage works have progressed quicker than expected, resulting in acceleration of £0.7m to 2018/19.
- There has been significant progress on the Large Patching Repairs scheme in the final quarter of 2018/19 with £0.5m budget moved from 2019/20 into 2018/19.
- A revised programme for the Footway schemes now factors in the recent bad weather conditions during the spring. This has resulted in £0.8m of budget being moved in to 2019/20.

MSIRR

- Manchester/Salford Inner Relief Road (MSIRR) has seen £2.3m re-profiling in to next financial year as a result of the main contractor going into administration in early March. As noted in 5.3, a new contractor has now been appointed for the scheme and the works have recommenced.

Street Lighting PFI

- The LED forecast provided by the contractor at the start of the year anticipated that the rate of installation would slow down once works commenced in the City Centre region. However the contractor has been able to remain ahead of the programme and £1.0m has been accelerated into 2018/19.

Other Projects

- The funding agreement for Green Bridge at Airport City will be signed in 2019/20, meaning detailed designs will also be received next financial year. The airport has also delayed construction due to planning permission of an adjacent multi storey car park, which requires a movement of £0.4m into future years.
- £0.5m of budget within the Public Realm Highways scheme will be moved in to 2019/20 to support the works to the Exchange Square Water feature and the Automatic Bollard Replacement project. The tender will go out in April 2019.
- As per forecasts from Stockport Metropolitan Borough Council, the Stockport SEMMMS A6 scheme has total slippage of £0.3m in to 2019/20.
- The Bus Priority Package programme – Oxford Road is near completion with an underspend expected. The remaining budget of £0.2m has been moved to 2019/20 while it is determined if there will be any further costs.

Cost Variation

- A further £0.3m is required for project delivery procurement within the Highways Investment Programme and discussions are ongoing with TfGM regarding the funding.

6 Neighbourhoods Programme

- 6.1 The Neighbourhoods programme is shown in the table below, and is split across three main themes, the details of which are provided separately below:

Neighbourhoods Capital Outturn 2018/19

Neighbourhoods	Budget £m	Outturn £m	Variance £m
Environment and Operations	1.3	1.0	-0.3
Leisure	9.7	7.4	-2.3
Libraries	0.7	0.5	-0.2
Total Neighbourhoods	11.7	8.9	-2.8
		Reprofiling	-2.5
		Cost Variations	-0.1
		Net over (under) spend	-0.2

Environment and Operations Programme

6.2 The Environment and Operations programme has spent £1.0m compared to a budget of £1.3m. The programme is shown in the table below:

Environment and Operations	18/19 Budget £m	18/19 Outturn £m	18/19 Variance £m	All Years Budget £m	All Years Forecast £m	All Years Variance £m
Waste Reduction Measures	0.3	0.3	0.0	4.7	4.7	0.0
Waste Contract	0.5	0.5	0.0	11.5	11.5	0.0
Other Projects	0.5	0.2	-0.3	1.3	1.3	0.0
Total Environment	1.3	1.0	-0.3	17.5	17.5	0.0
		Reprofiling	-0.3			
		Cost Variations	0.0			
		Net over (under) spend	0.0			

6.3 The schemes are centred on improving the environment with the main focus on the control of waste disposal and promoting recycling.

Activities

6.4 In line with previous forecasts, the remaining budget to procure residual bins to encourage recycling in communal properties and residential housing will be spent within the 2019/20 financial year. A scheme to improve recycling facilities within the City's passageways will now also be progressed by the Environment team.

6.5 The Waste Contract scheme is a loan to Biffa for the purchase of vehicles for use within the waste and street cleansing contract. Biffa have purchased a further five vehicles and further purchases are now being considered.

6.6 The Smart litter bins project is now to be funded through Clean City funds rather than by borrowing.

Variances – In Year

6.7 The Smart Litter Bin scheme is to introduce a 'Bigbelly' bin system that combines smart bin technology with a solar powered compactor which pushes waste down fitting up to eight times more rubbish in the bin. The £0.3m budget for this scheme will be moved in to 2019/20 to firm up the social value implications and associated cost plans to ensure maximum value for money is achieved.

Leisure Programme

6.8 The Leisure programme has spent £7.4m compared to a budget of £9.7m, a variance of £2.3m. The programme is shown in the table below:

Leisure	18/19 Budget £m	18/19 Outturn £m	18/19 Variance £m	All Years Budget £m	All Years Forecast £m	All Years Variance £m
Parks Programme	1.7	0.8	-0.9	29.4	21.3	-8.1
Indoor Leisure – Abraham Moss	0.7	0.4	-0.3	14.8	14.8	0.0
Indoor Leisure – Moss Side	5.6	5.6	0.0	8.7	8.7	0.0
Other Projects	1.7	0.7	-1.0	38.3	38.3	0.0
Total Leisure	9.7	7.4	-2.3	91.3	83.2	-8.1
		Reprofiling	-2.2			
		Cost Variations	-0.1			
		Net over (under) spend	0.0			

6.9 The Leisure Programme provides leisure, sports and park facilities and services to communities across the City to promote health and wellbeing. It includes improvements to energy equipment to reduce consumption to realise economic and environmental benefits. The programme also includes improvements to facilities which are used for events and which may provide an economic benefit.

Activities

- 6.10 Recruitment to the supporting structure for the Parks Development Programme (PDP) is progressing and work is underway to re-profile the budget across the three elements of the programme: Heaton, Wythenshawe and City Wide.
- 6.11 Works at a number of parks are progressing to improve the quality and capacity of play facilities on site. Works at King George V Park is expected to be completed at the end of April 2019, with Wythenshawe and Heaton Park South Play area to follow in early May.
- 6.12 The contractor for the Abraham Moss Leisure Centre was appointed in early 2019/20 with start-up meetings held shortly after. The project team are now working with the contractor to align design and cost with available funding and site investigations are ongoing.
- 6.13 Progress has been made with the proposed refurbishment and ongoing maintenance works at the Manchester Aquatics Centre (MAC) and works to the National Cycling Centre (NCC). For the MAC, Estates Board have agreed to use the £0.9m approved Asset Management Programme (AMP) expenditure for 2019/20 to develop plans to RIBA Stage 2. Ongoing reactive maintenance will continue while discussions are held with the University regarding the current lease on the venue. The same approach to develop

plans to RIBA Stage 2 in order to submit a business case in January 2020 is likely to be followed for the NCC.

- 6.14 Two further projects, funded by external contributions, have been identified by Leisure. Sports England have agreed to fund £0.4m improvement works at the NCC (outside of the works highlighted in 6.13), and Manchester City Football Club's City in the Community are seeking to invest £0.4m in Council assets.

Variances – All Years

- 6.15 Following a review of the proposed Parks Development Programme (PDP), the grant giving body are now more likely to focus grants on historic buildings than parks, which means it can no longer be assumed that they will support the programme. As there is a risk the grant will not be forthcoming the £8.1m grant element supporting the scheme has been removed from the Capital Programme.

Variances - In Year

- 6.16 Various schemes within the Parks programme have seen total slippage of £0.9m. For the Parks Events Infrastructure Project, one remaining work package at Platt Fields Park to alleviate seasonal flooding is outstanding. Works have commenced on site and will finish in early 2019/20 and £0.2m has moved to next year. An arborist issue relating to Heaton Park South play area is likely to result in a two week programme delay and therefore £0.3m will be reprofiled to 2019/20. £0.3m has been reallocated into next financial year in relation to Wythenshawe Park, Northenden Riverside Park and King George V Park due to slight delays in getting contracts signed, meaning works will now complete in early 2019. Lastly, due to the recruitment to the Parks Development Programme (as noted in 6.10) taking longer than expected, the £0.1m budget for 2018/19 will be moved into the next financial year.
- 6.17 For the Indoor Leisure - Abraham Moss project, £0.3m budget has been re-profiled to 2019/20 whilst the contractor's cost plan is being reviewed. This may result in a need to revisit the profiling of the whole scheme.
- 6.18 The Boggart Hole Clough Visitors Centre project is currently on hold while the current cost plans are reconsidered against the available budget. This will be reviewed as part of the Parks Development Programme city wide investment feasibility works. As a result the £0.5m budget will be reallocated to 2019/20.
- 6.19 Works at the Velodrome track have now been completed. The £0.1m contingency element of the budget will be moved in to 2019/20 in case of any defects, although this is unlikely.
- 6.20 Finally, the two recently approved projects; Booth Street Car Park and the Contact Theatre Loan will be actioned early next financial year and hence the combined budgets of £0.4m will be reallocated to 2019/20.

Libraries Programme

6.21 The Libraries programme has spent £0.5m against a budget of £0.7m, a variance of £0.2m. The programme is shown in the table below:

Libraries	18/19 Budget £m	18/19 Outturn £m	18/19 Variance £m	All Years Budget £m	All Years Forecast £m	All Years Variance £m
Open Libraries	0.0	0.0	0.0	0.5	0.5	0.0
Other Projects	0.7	0.5	-0.2	2.7	2.5	-0.2
Total Libraries	0.7	0.5	-0.2	3.2	3.0	-0.2
	Reprofiling		0.0			
	Cost Variations		0.0			
	Net over (under) spend		-0.2			

6.22 The library programme seeks to bring up to date accessible technology to communities, provide high quality exhibition areas attracting visitors and residents and create new community meeting spaces.

Activities

6.23 Libraries are reporting 488 registered users at Withington Library as part of the Open Libraries project with this being monitored as a benefit during the ongoing operation of the facility. A 2.7% increase in self-service transactions was reported for 2017/18 as part of the RFID Refresh.

Variances – All Years and In Year

6.24 The roll out of the Central Library ICT project has identified equipment on a revenue lease basis which will provide an improved specification compared to the planned capital purchase resulting in an underspend of £0.2m.

7 Strategic Development Programme

7.1 The Strategic Development programme is shown in the table below, and is split across three main themes, the details of which are provided separately below:

2018/19 Strategic Development Capital programme outturn

Strategic Development	Budget £m	Outturn £m	Variance £m
Culture	26.7	28.4	1.7
Corporate Estates	49.2	39.7	-9.5
Development	47.1	32.2	-14.9
Total Strategic Development	123.0	100.3	-22.7
	Reprofiling		-22.1
	Cost Variations		-0.1
	Net over (under) spend		-0.5

Culture Programme

- 7.2 The Culture programme has spent £28.4m compared to a budget of £26.7m, a variance of £1.7m. The programme is shown in the table below:

Cultural	18/19 Budget	18/19 Outturn	18/19 Variance	All Years Budget	All Years Forecast	All Years Variance
	£m	£m	£m	£m	£m	£m
The Factory	26.7	28.4	1.7	138.6	139.4	0.8
Other Projects	0.0	0.0	0.0	26.8	26.8	0.0
Total Cultural	26.7	28.4	1.7	165.4	166.2	0.8
	Reprofiling		0.9			
	Cost Variations		0.8			
	Net over (under) spend		0.0			

- 7.3 The Factory will act as a driver of the next stage of Manchester's and the North's regeneration – with clear cultural, economic, educational and social benefits for the city and the wider region. It will be a new type of venue – one that can commission, produce and present the widest range of opera, dance, theatre, visual arts and popular culture, with an emphasis on new cross-art form collaborations, for a much wider audience than any traditional venue.

Activities

- 7.4 Further activity for the project includes the first cranes being erected and site cabins arriving onsite for occupation by site staff from April 2019 onwards. 51% of the value of work packages are now let.
- 7.5 Laing O'Rourke have submitted their sustainability plan for the project, identifying their social value commitments. This includes 60 mentoring, training, employability skills or career development sessions and 50 work experience placements. Delivery of targets is being monitored by the project team.

Variances – All Years

- 7.6 As part of the report to Executive in January 2017, the City Council approved funding of £20.0m for the scheme from Capital Receipts and Non-recurring Revenue Receipts. At that stage it was estimated the revenue required would be £2.1m. This has now been revised and as per the report to Executive in November 2018, the revised requirement is £1.3m. The difference of £0.8m has now been included in the Capital budget profile and Executive are asked to approve a transfer of £0.8m from the non-recurring revenue receipt to Capital.

Variances – In Year

7.7 As the project has now achieved notice to proceed (NTP) and the programme has now been agreed, the forecast reflects the revised programme cash flow from Laing O'Rourke and the revised fee profile for the design team consultants. A payment to Manchester Quays Limited related to electricity supply was expected to be paid in 2019/20, however was triggered early due to activity on site. As a result the total acceleration of budget in to 2018/19 is £0.9m.

7.8 The other in year variance is in relation to the cost variation of £0.8m noted in 7.6.

Corporate Estates Programme

7.9 The Corporate Estates programme has spent £39.7m compared to a budget of £49.2m, a variance of £9.5m. The programme is shown in the table below:

Corporate Estates	18/19 Budget £m	18/19 Outturn £m	18/19 Variance £m	All Years Budget £m	All Years Forecast £m	All Years Variance £m
Asset Management Programme	9.0	7.3	-1.7	37.8	37.8	0.0
Strategic Acquisitions Programme	8.7	10.4	1.7	19.1	19.1	0.0
Hammerstone Road Depot	0.9	0.7	-0.2	15.0	15.0	0.0
Heron House and Registrars	15.8	12.0	-3.8	20.6	20.6	0.0
Carbon Reduction Programme	0.1	0.1	0.0	10.3	10.3	0.0
Civic Quarter Heat Network	6.5	2.9	-3.6	26.0	26.0	0.0
Estates Transformation	5.2	4.4	-0.8	18.0	18.0	0.0
Other Projects	2.9	1.9	-1.0	5.2	5.2	0.0
Total Corporate Estates	49.2	39.7	-9.5	152.0	152.0	0.0
			Reprofiling			-9.5
			Cost Variations			0.0
			Net over (under) spend			0.0

7.10 The programme supports the provision of fit for purpose accommodation for corporate, community and residential use and proactively maintaining and managing the corporate estate which includes reducing carbon emissions.

Activities

7.11 A large number of projects within the 2018/19 Asset Management Programme (AMP) completed on time, including Withington Library roof works and internal remodelling and Heathfield windows and doors replacement. The Arndale

Market safety and ventilation works are also now complete and feedback from the client was positive. A programme of works for 2019/20 has now been agreed.

- 7.12 A construction partner has been appointed for the Hammerstone Road project, and a revised RIBA Stage 3 figure was submitted in March. The final scope, taking into account the potential impact of the HS2 project and costs will be reviewed early in 2019/20. A decision on the direction of the project will be taken once revised costs have been assessed.
- 7.13 Design works are progressing for Alexandra House and the associated car park using the £1.6m approved for site investigations, surveys and design fees. The scheme is scheduled to complete in December 2020. Staff have been relocated to offices on City Road while the refurbishment is underway and a furniture re-use, sale and disposal exercise has been completed. Refurbishment of the Hulme District Offices completed in early 2019/20 with staff now relocated back to the venue.
- 7.14 It was reported to Executive in January that there was a potential issue within the Education and Corporate Estate in cases where aerated concrete had been used during construction. The material was predominantly used between 1950-1980, with a defect recently identified nationally which could lead to the product failing within a 48 year period. A review of MCC buildings constructed within this period was undertaken and all surveys conducted showed no sign of this type of concrete.

Variances – All Years

- 7.15 The Alexandra House car park scheme is being further developed to RIBA Stage 4 and the Design Team and client are looking at options and amendments to the Stage 3 design that will help deliver the project within budget.

Variances – In Year

- 7.16 Various schemes within the Asset Management programme will require re-profiling in to future years. A new contractor has had to be appointed for the Space Roof project and completion will now be in 2019/20. The Central library survey and works will now commence in 2019/20 as further design work is required. While design has been commissioned for the Council's property within the Eastlands estate, the National Football Museum and Bridgewater Hall, some works resulting from this will now be delivered next year. Finally the works at Heaton Park and Hall will now start in 2019/20. As a result, a total reprogramming of £1.7m in to future years is required.
- 7.17 The schedule of works within the Strategic Acquisitions Programme has recently been re-profiled and an acceleration of £1.7m budget in to 2018/19 is required due to negotiations across various projects concluding sooner than expected.

- 7.18 Due to the current position on the Hammerstone Road project as noted in 7.12, the remaining £0.2m budget for 2018/19 will be moved in to 2019/20.
- 7.19 The Heron House and Registrars work has now completed, however the fit out of floors 4 and 5 has been reprofiled into next financial year as a consequence of agreement for lease negotiations with the proposed tenant, procurement routes that had to be taken and various contract negotiations. A further contribution of £0.7m has been received in relation to the fit out of floor 2 and the total programme requires a movement of £3.8m budget in to 2019/20, when the scheme is scheduled to complete.
- 7.20 In line with the latest position reported to Executive, the legal agreements for the Civic Quarter Heat Network have now been signed and the programme of work updated. The budget is now being adjusted accordingly with a need to re-profile £3.6m of the budget into future years.
- 7.21 Elsewhere, the refurbishment of Ross Place Resource Centre has recently completed, however the service are awaiting the final costs and the remaining £1.0m budget will be moved in to 2019/20 until it is determined whether this will be fully utilised.

Development Programme

- 7.22 The Development programme has spent £32.2m compared to a budget of £47.1m, a variance of £14.9m. The programme is shown in the table below:

Development	18/19 Budget £m	18/19 Outturn £m	18/19 Variance £m	All Years Budget £m	All Years Forecast £m	All Years Variance £m
Digital Asset Base – One Central Park	9.4	6.7	-2.7	10.8	10.8	0.0
Eastern Gateway – Central Retail Park	1.3	0.3	-1.0	40.4	40.4	0.0
Eastern Gateway – New Islington Marina	1.8	1.5	-0.3	5.2	5.2	0.0
Northern Gateway	3.9	0.0	-3.9	25.0	25.0	0.0
City Labs 2	3.7	1.7	-2.0	3.7	3.7	0.0
Airport City Power Infrastructure	2.4	2.4	0.0	6.0	6.0	0.0
Digital Business Incubators	3.5	1.5	-2.0	4.0	4.0	0.0
Sustaining Key Initiatives	0.0	0.0	0.0	13.6	13.6	0.0
Manchester College	17.6	17.6	0.0	27.6	27.6	0.0
Other Projects	3.4	0.4	-3.0	89.4	88.0	-1.4
Total Development	47.1	32.2	-14.9	225.7	224.3	-1.4
			Reprofiling			-13.5
			Cost Variations			-0.9

Net over (under) spend	-0.5
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- 7.23 The Development Programme seeks to provide sustainable growth and transformation of the City, not only to support internal growth but also to retain international competitiveness by promoting opportunities to develop the City's fabric, infrastructure, business and skills base and connecting local communities to employment opportunities.

Activities

- 7.24 The remaining £2.0m grant funding in relation to the Tech Hub must be spent prior to Summer 2019 and work is ongoing to finalise the business case.
- 7.25 The statue in Lincoln Square has been removed to enable public realm works to be undertaken. Highways are currently reviewing proposals including the transfer of land and future use of the public realm.
- 7.26 An enhanced proposal for Piccadilly Gardens is being developed by the City Centre Regeneration team with a public consultation due to take place in Summer 2019.

Variances – All Years

- 7.27 The East Manchester retentions carried forward from previous years are no longer required and the £0.5m released is available for use against the Eastern Gateway – New Islington Marina project within the Development programme.
- 7.28 There is a £0.9m underspend against the disposal of the Collyhurst police station as part of the Northern Gateway scheme, as the outstanding amount was deducted from the initial premium paid by our joint venture partner when the legal agreements were put in place. A cost variation is requested for this.
- 7.29 The nature of the Sustaining Key Initiatives project is that it is required as and when projects necessitate support which means forecasting spend is difficult. Budget provision remains which can be accelerated into 2019/20 as and when required.

Variances – In Year

- 7.30 There is a requirement to move £2.7m budget for the Digital Asset Base – One Central Park into the next financial year due to the contractor being slightly behind schedule and additional fire stopping works being undertaken. The outstanding packages of work are expected to be completed in 2019/20.
- 7.31 Demolition works at Central Retail Park have commenced, however there is slippage of £1.3m on the Eastern Gateway schemes whilst appropriate due diligence is being undertaken.

- 7.32 Discussions regarding the Northern Gateway scheme are ongoing. The intention is to support the acquisition of land for the joint venture in a manner which mitigates the risks to the City Council. The £3.9m set aside for acquisition in 2018/19 will be moved to next financial year.
- 7.33 City Labs 2 will require movement of £2.0m budget in to 2019/20 due to a shift in drawdown timings, caused by getting the grant agreement signed, agreeing the Evergreen loan and an equity raise process that was completed to ensure the scheme was fully funded. The scheme is expected to fully complete in 2019/20.
- 7.34 The outstanding grant payment for the Digital Business Incubators project will now be paid in early April 2019 when the contractor will be in a position to commence the refurbishment work. As a result the remaining £2.0m budget will be moved in to 2019/20.
- 7.35 There is slippage of £0.2m on the Medieval Quarter Public Realm as site surveys originally scheduled for December didn't take place until early spring. Construction will begin in April 2019 until the end of November 2019 with a project budget of £1.7m.
- 7.36 The Space Project – Phase 2 has completed the Tenant Fit Out element of Space Studios, against which there are potential savings of £1.0m. Further work is being completed and in the interim the £1.0m budget will be moved in to 2019/20.
- 7.37 Other in year variances relate to the underspends in 7.27-7.28.

8 Our Town Hall Refurbishment

- 8.1 The Our Town Hall Refurbishment programme has spent £8.5m compared to a budget of £11.1m, a variance of £2.6m. The programme is shown in the table below:

Our Town Hall	18/19 Budget £m	18/19 Outturn £m	18/19 Variance £m	All Years Budget £m	All Years Forecast £m	All Years Variance £m
Our Town Hall Refurbishment	11.1	8.5	-2.6	305.2	305.2	0.0
Total Our Town Hall Refurbishment	11.1	8.5	-2.6	305.2	305.2	0.0
	Reprofiling		-2.6			
	Cost Variations		0.0			
	Net over (under) spend		0.0			

Activities

- 8.2 The Our Town Hall Refurbishment programme continues at pace, with the contractors RIBA Stage 3 report approved, and the team reaching agreement

with stakeholders about the scope and extent of many of the work packages. Feedback from public consultation events has been positive and these will continue to take place.

- 8.3 TfGM are undertaking traffic modelling to assess the proposed options for Albert Square for through traffic under 'business as usual' and 'event' conditions.
- 8.4 Workshops are scheduled for 2019 to ensure: design proposals will guarantee the building will be accessible to all, the finalisation of the management contract with Lendlease, scope and cost of early works are finalised and progress is made on the appointment of a suitable mechanical, electrical and plumbing contractor.
- 8.5 The responsibility for the building will transfer to the Management Contractor from May 2019, and they will then be responsible until the building is handed back to the Council in 2024. This will include Planned Preventative Maintenance, security, housekeeping operations along with reactive repairs in the building. Once the asset is transferred to the Management Contractor then the expenditure to run the building will be capitalised. Executive are asked to approve a funding switch of £32k from Capital to Revenue to pay for Planned Preventative Maintenance (PPM) works scheduled for April 2019 before the building formally transfers.

Variances – In Year

- 8.6 The forecast is now based on the actual tendered costs and some early works have now been re-phased in 2019/20. Professional fees for 2018/19 have been drawn down based on the number of days and following the finalisation of the Management Contractor terms, the cost and drawdown profile has been amended to reflect the commercial agreement. There was also a reduction on spend of ICT de-commissioning. As a result a total of £2.6m has been moved into 2019/20.

9 Housing - General Fund

- 9.1 The Private Sector Housing programme has spent £26.8m compared to a budget of £27.8m, variance of £1.0m. The programme is shown in the table below:

Private Sector Housing (General Fund)	18/19 Budget £m	18/19 Outturn £m	18/19 Variance £m	All Years Budget £m	All Years Forecast £m	All Years Variance £m
Brunswick PFI Land Assembly	2.4	2.6	0.2	9.5	9.5	0.0
Disabled Facilities Grant	8.1	8.2	0.1	53.9	53.9	0.0
Extra Care	3.6	3.6	0.0	6.0	6.0	0.0
Ben St Regeneration	5.6	4.9	-0.7	15.6	15.6	0.0

Marginal Viability Fund – New Victoria	0.0	0.0	0.0	10.1	10.1	0.0
Marginal Viability Fund – Bowes Street	0.0	0.0	0.0	3.3	0.0	-3.3
Other Projects	8.1	7.5	-0.6	90.3	90.3	0.0
Total Private Sector Housing (General Fund)	27.8	26.8	-1.0	188.7	185.4	-3.3
		Reprofiling	-1.0			
		Cost Variations	0.0			
		Net over (under) spend	0.0			

- 9.2 The Private Sector Housing programme focuses on providing affordable housing including the facilities, adaptations and community focus required.

Activities

- 9.3 Major progress has been made on the redevelopment of the Turkish Centre within the Brunswick PFI Land Assembly scheme, with a final valuation for the build and fees expected in early 2019/20.
- 9.4 The Disabled Facilities Grant 2018/19 has been spent on mandatory and discretionary adaptations to people's homes. The remaining allocation from prior years will be carried forward in to 2019/20.
- 9.5 Plans are progressing for the development of the former Spire Hospital site in Whalley Range to provide extra care accommodation. It is expected that there will also be residential homes for sale. The financial model is being reviewed to ensure affordability and the project scope and risks are being finalised, with a business case expected in early 2019/20.
- 9.6 The current phase of the Ben Street project has completed on time and to specification.

Variances – All Years

- 9.7 The funding and delivery model associated with the Marginal Viability Fund – Bowes street scheme has been re-evaluated, with alternative options being explored. This will be subject to consultation with the Executive Member for Adult Health and Wellbeing as well as local stakeholders. In the interim, the £3.3m has been removed from the Capital Programme budget.

Variances – In Year

- 9.8 Acceleration of £0.2m budget for the Brunswick PFI Land Assembly scheme is required due to the progress noted in 9.3.

- 9.9 The Disabled Facilities Grant has been accelerated by £0.1m due to exceeding the anticipated number of completed adaptations within the financial year.
- 9.10 Reprofiting of the Ben Street Regeneration project is required, due to the contingency and risk retention budgets not being utilised in 2018/19. Therefore, a total of £0.7m budget will be moved in to 2019/20.
- 9.11 The budget for the West Gorton Community Park scheme is being reviewed, including the link to the European Community Fund – research project, looking at the impact of green space on climate change. Whilst the scheme is under review, the remaining £0.5m budget for 2018/19 will be re-profiled in to 2019/20.
- 9.12 There are various other projects within the Private Sector Housing portfolio that collectively require budget re-profiling in to future years of £0.1m.

10 Housing Revenue Account (HRA)

- 10.1 The Public Sector Housing (HRA) programme has spent £15.2m compared to a budget of £16.7m, a variance of £1.5m. The programme is shown in the table below:

Public Sector Housing (HRA)	18/19 Budget £m	18/19 Outturn £m	18/19 Variance £m	All Years Budget £m	All Years Forecast £m	All Years Variance £m
Northwards	9.5	8.7	-0.8	124.7	124.7	0.0
North Manchester New Builds	7.2	6.2	-1.0	21.4	21.4	0.0
Other Projects	0.0	0.3	0.3	47.8	47.3	-0.5
Total Public Sector Housing (HRA)	16.7	15.2	-1.5	193.9	193.4	-0.5
		Reprofiling	-1.8			
		Cost Variations	0.3			
		Net over (under) spend	0.0			

- 10.2 The Public Sector Housing programme seeks to bring the estate up to and maintain Decent Homes standard including statutory health and safety regulations and the reduction of CO2 emissions.

Activities

- 10.3 The Northwards 2019/20 capital programme is currently being developed, along with business cases for Riverdale Maisonette improvements and demolition works and Low Rise blocks fire safety assessments. External factors, mainly relating to the Grenfell inquiry, have severely delayed the Northwards programme in this financial year.

- 10.4 Northwards have reported that 287 non-decent properties were refurbished to Decent Homes standard in 2018/19, and that energy efficiency targets are being exceeded. Northwards plan to commence further major improvements across their portfolio in early 2019/20 which will contribute further to the Decent Homes standards objectives. This will incorporate fire safety works including sprinkler systems. Work is continuing on sprinkler demonstration flats, with open days ongoing for tenants to view the system and ask any questions.
- 10.5 A scheme to provide communal heating for 270 properties through a ground source heat pump is being progressed, following confirmation of 50% match funding from European Regional Development Fund (ERDF).

Variances – All Years

- 10.6 There is a £0.5m variance to the Parkhill Land Assembly budget across all years. The legal title of the area is now under the Council's ownership and land remediation works have commenced. This underspend in future years is in relation to Homes England grant funding no longer being available.

Variances – In Year

- 10.7 Across the whole of the Northwards programme of works, there is a requirement to move £0.8m budget in to next financial year. This is due to various reasons such as delays in completing final accounts, potential savings that have been identified which won't be confirmed till next year, or other slight changes to schedules of works.
- 10.8 The North Manchester New Builds (NMNB) scheme will require total budget re-profiling of £1.0m in to next financial year across various tranches of the project. NMNB1 for the delivery of 60 new build units will slip £0.4m due to delays caused by the Utilities. A capital budget increase for NMNB3 was requested in March 2019 for additional funding to enable the development process to proceed, which will begin in early 2019/20 meaning that £0.6m budget will be moved to next year.
- 10.9 £0.3m of expenditure from the Asset Management Programme in relation to Woodward Court has been transferred to the HRA due to the asset being under HRA control.

11 Children's Services

- 11.1 The Children's Services programme has spent £29.8m compared to a budget of £31.6m, a variance of £1.8m. The programme is shown in the table below:

Children's Services	18/19 Budget £m	18/19 Outturn £m	18/19 Variance £m	All Years Budget £m	All Years Forecast £m	All Years Variance £m
Basic Need and SEND Programme	28.1	27.3	-0.8	300.7	300.7	0.0
School Maintenance programme	2.3	2.1	-0.2	18.8	18.5	-0.3
Other Projects	1.2	0.4	-0.8	5.6	5.5	-0.1
Total Children's Services	31.6	29.8	-1.8	325.1	324.7	-0.4
		Reprofiling	-1.7			
		Cost Variations	-0.1			
		Net over (under) spend	0.0			

- 11.2 The main focus of the children's services programme is to provide additional school places for children across the City and maintain the school buildings. Ensuring that there is investment in modern, energy efficient and high quality education infrastructure which drives reductions in carbon across the estate of schools, 85% of materials are locally sourced and contractors recycle more than 75% of waste products.

Activities

- 11.3 Progress is being made expanding alternative provision (AP) and Special Educational Needs (SEN) provision at sites across the City including Burgess and Northridge. The tender exercise to appoint a contractor for the Northridge works has completed with the contract report to be drafted. The tender documents for the four other schools within the SEN programme of works are due to go out in mid-April to be returned mid-May, with works scheduled to start in May 2020.
- 11.4 The 2018/19 Schools Maintenance Programme is complete and final accounts are being agreed. Design work to support the 2019/20 Schools Maintenance Programme is nearing completion with several schemes already out for pricing with the contractors. Programming of these works will, where possible, provide for delivery during the summer break or where this cannot be achieved, with minimum disruption to the operation of the school.
- 11.5 Earlier this year, an issue regarding potential defects to buildings constructed using aerated concrete within the Education estate was identified. Schools potentially affected by this issue were all contacted and have now all been surveyed, with no instances of this type of concrete found.

Variances – All Years

- 11.6 The Schools Maintenance allocation for 2019/20 was released in March 2019, with Manchester due to receive £2.7m. Before the allocation was announced,

an estimated £3.0m was put in to the budget, hence this has now been reduced by £0.3m.

- 11.7 There is a £0.1m underspend on the project to install additional toilets at the Greenheys Adult Education Centre on Upper Lloyd Street due to costs being funded from revenue budgets.

Variances – In Year

Basic Need Programme

- 11.8 Within the Basic Need programme, the contingency budgets against various recently completed projects will be moved in to 2019/20 until it is clear how much, if any will need to be utilised:
- The contingency budget of £0.1m against the Crossacres Primary School project to build an eight modular class building and multi-use hall will be moved in to 2019/20. The programme is complete and was handed over with a few minor issues being dealt with during the defects liability period. This period ends in September 2019.
 - Works to expand the Co-op Academy are now complete, with the contingency budget of £0.4m moved in to 2019/20 until it is clear how much of the of this the Trust will claim.
 - £0.1m contingency budget for the Beaver Road project to construct new school accommodation on the site of the former Manchester Metropolitan University Halls of Residence will also be moved in to 2019/20. This was retained for the defects liability period and there will not be any spend against it in 2018/19.
- 11.9 Within the Basic Need Programme, there is potential budget provision for a new high school at Matthews Lane to increase the number of secondary places in the central and eastern area of the City. Initial works at the site have been completed, however the project is currently paused pending a review of the number of school places required in the context of both the Council's Basic Need Programme and the Government's Free School Programme. The remaining £0.2m budget for 2018/19 will be moved in to 2019/20.

Schools Maintenance Programme

- 11.10 Within the Schools Maintenance programme, the schemes to rewire Cheetwood Primary school and Crowcroft Primary school are now complete with an underspend of £0.2m collectively. These funds will be vired back into the unallocated Schools Maintenance budget to be utilised on other projects.

Other Projects

- 11.11 The Universal Infant Free School Meals (UIFSM) Grant allocated to the Council to help schools improve their kitchen and dining facilities has an

unallocated budget of £0.4m for 2018/19. This will be reallocated for use in 2019/20.

11.12 £0.3m budget for the Gorton Youth Zone scheme will be moved into the next financial year as there was a slight delay in getting the Development Agreement and property deal signed off by the Legal team. This has now been completed and an invoice is expected to be submitted soon, upon which the next drawdown will take place.

11.13 The remaining £0.1m is the underspend on Greenheys toilets, referred to in 11.7.

12 ICT Capital Programme

12.1 The ICT programme has spent £3.7m against a budget of £6.3m, a variance of £2.6m. The programme is shown in the table below:

ICT	18/19 Budget £m	18/19 Outturn £m	18/19 Variance £m	All Years Budget £m	All Years Forecast £m	All Years Variance £m
New Social Care System	2.0	1.3	-0.7	3.2	3.2	0.0
ICT Investment Plan unallocated	0.0	0.0	0.0	28.4	28.4	0.0
Other Projects	4.3	2.4	-1.9	43.3	43.3	0.0
Total ICT	6.3	3.7	-2.6	74.9	74.9	0.0
		Reprofiling	-2.6			
		Cost Variations	0.0			
		Net over (under) spend	0.0			

12.2 The aim of the ICT programme is to reduce key risks, decommission legacy platforms and to create a simpler, more robust, resilient and easier to support environment. The programme will move towards a modern infrastructure whilst adding business value.

Activities

12.3 An Interim ICT Director has now been recruited who started in May 2019.

12.4 The ICT Capital Investment plan is being reviewed in order to ratify the committed spend against the overall budget allocated. A roadmap is also being constructed to inform the order and interdependencies of ICT projects which will also support allocation of the remaining budget across future years. The Digital Experience Programme will form part of this assessment as it identifies upgrades to infrastructure required to support future developments and improve the service the council offers to residents.

- 12.5 Plans to procure and implement a new and updated Wider Area Network (WAN) are underway. This will provide a new fit for purpose network which delivers adequate and appropriate bandwidth for all sites, together with the capacity, resilience and security to transport services such as Telephony and Wi-Fi. ICT have gone out to tender for a new telephony platform with the intention to award the contract at the end of August 2019.
- 12.6 The scheme to implement both a new social care system – Liquid Logic and a new social care payments system – ContrOCC has been reviewed and it is now planned to conclude at the end of July 2019 when both systems will go live. The project intends to automate many of the processes that support social care payments, and improve reporting and performance monitoring to enable tracking of activities and finances. An e-learning training module has been issued to all intended users along with ‘Stop the Clock’ training sessions to support staff in completing this training.

Variances – In Year

- 12.7 For the new social care system Liquid Logic, payment dates have now changed meaning that £0.7m needs to be re-profiled in to future years. The payments were due to be made at the end of cycle 6 of testing, for user acceptance testing (UAT) in its entirety, however it has now been decided that a 7th round of testing is required. This will happen in May/June prior to the go live date in July, and as a result the final payment will need to be made in 2019/20.
- 12.8 Kit for the Data Centre Network Design and Implementation project that was scheduled to arrive at the very end of March has arrived in early 2019/20, and as a result £1.4m will need to be reprofiled in to next financial year.
- 12.9 A business case to support the Council’s adherence to compliance regulation has recently been approved. This will also ensure that core infrastructure is fully supported and secure to enable improved performance and platform stability. Works will begin next year and as such, the £0.3m budget will be moved in to 2019/20 when the project is expected to complete.
- 12.10 The Core Infrastructure Refresh project has not yet completed the migration to new storage hardware and data domains with DellEMC. The project was expected to complete in 2018/19, however due to slight delays will now complete in early 2019/20 meaning that the remaining £0.1m budget will be required next financial year.
- 12.11 Various other projects within the ICT portfolio require movement of £0.1 total budget in to future years.
- 12.12 ICT have requested to combine the budgets for the Communications Room Replacement Phase 2 and the Corporate Wifi schemes as a single supplier will be sought to deliver both projects under one project manager. Procurement is due in July relating to both projects.

13 Corporate Services Programme

13.1 The Corporate Services programme has spent £130.0m compared to a budget of £134.0m, a variance of £4.0m. The programme is shown in the table below:

Corporate Services	18/19 Budget £m	18/19 Outturn £m	18/19 Variance £m	All Years Budget £m	All Years Forecast £m	All Years Variance £m
Integrated Working – Gorton Health Hub	1.4	0.9	-0.5	22.8	22.8	0.0
Airport Strategic Investment	125.0	124.2	-0.8	125.0	124.2	-0.8
Other Projects	7.6	4.9	-2.7	25.1	25.1	0.0
Total Corporate Services	134.0	130.0	-4.0	172.9	172.1	-0.8
		Reprofiling	-3.2			
		Cost Variations	-0.8			
		Net over (under) spend	0.0			

Activities

13.2 Included in the Corporate Services programme is Gorton Health Hub which will bring together key organisations responsible for tackling worklessness and low skills. The business case is due in mid May which will request funding to continue the RIBA process and established partner commitments as part of the overall function of the completed asset.

13.3 As detailed in the reports to Executive on 18th October 2017, in order to drive further growth, substantial capital expenditure is required at both Manchester and Stansted Airports. Both airports have terminal transformation projects. The Council has provided a term loan facility of £124.2m as one of the public sector shareholders along with the other District Councils.

Variances – All Years

13.4 The final instalment of the Airport Strategic Investment was paid in December 2018, and the total investment was £0.8m less than originally budgeted for, hence there is an underspend across all years.

Variances – In Year

13.5 There has been slippage of £0.5m on the Integrated Working – Gorton Health Hub scheme, due to the discovery of an unknown 900mm sewer on site which led to stoppage time while a project review took place to determine how it would be dealt with in the design.

13.6 Due to slight delays with property agreements and building fit outs for the Phase 1 Implementation – Locality Plan Programme Office works, the project

is now expected to finish in 2019/20 and as a result £0.3m has been moved into 2019/20.

- 13.7 For the BioMedical Investment programme, the company is ahead of progress as set out in the business plan. A variation in the work programme has led to a re-phasing to the timing of the loan drawdown. The remaining £2.4m budget from 2018/19 will be moved in to 2019/20.

14 Capital Financing 2018/19

- 14.1 The funding of the 2018/19 Capital Programme is summarised below:

	£m	%
Capital Expenditure	452.8	
Financed by:		
Government Grants	76.5	16.9%
Other External Contributions	12.1	2.7%
Capital Receipts	41.1	9.1%
Revenue Funding	9.0	2.0%
Major Repairs Reserve	14.1	3.1%
Borrowing	300.0	66.2%

- 14.2 The Executive is asked to note the following decisions made by the Deputy Chief Executive and City Treasurer regarding the funding of the capital expenditure incurred in 2018/19.

- Any unused grant, subject to conditions, has been carried forward in to 2019/20 and will be matched against future spend. The programme was managed to ensure that any grant with a risk of claw back due to time constraints or other factors was fully utilised in 2018/19. Similarly, any external contributions that have not been used will be carried forward in to 2019/20.
- The balance of available capital receipts carried forward from 2017/18 was £72.0m. A further £51.0m receipts were received in 2018/19. Drawdown of capital receipts was £41.1m leaving a balance for use in future years of £81.9m, of which £54.9m relate to Housing, plus any new receipts generated in 2019/20.
- Revenue contributions were used to finance expenditure of £9.0m, including works on Strategic Acquisitions, the HRA, and to fund ICT expenditure.
- The Major Repairs Reserve funds expenditure on the HRA capital programme. The use of this reserve includes self-financing revenue from the HRA revenue budget.
- Borrowing of £300.0m has been used to fund the programme. This figure is higher than in previous years, in the main due to the £124.2m term loan facility paid to Manchester Airport to support their transformation project, and a further £74.6m borrowing used to support the Housing Investment Fund.

- The minimum revenue provision for 2018/19 was £20.9m. This is the funding set aside to repay the debt incurred through funding previous capital expenditure through borrowing. This has been funded from the Council's capital financing budget.

15 Capital Programme Re-phasing and Variations 2019/20 to 2023/24

- 15.1 Based on the monitoring information above, it is proposed that the capital programme budget is re-phased to reflect the planned delivery of projects in 2019/20 to 2023/24. The cumulative impact of these adjustments are shown in the table below. The future programme will be reviewed throughout 2019/20 to reflect changes to the proposed profile of spend.

Proposed Capital Programme variations 2018/19 to 2023/24

	2018/19 £m	2019/20 £m	2020/21 £m	2021/22 £m	2022/23 £m	2023/24 £m	Total Programme £m
Revised Capital Budget (March 2019)	495.8	509.0	420.3	244.3	87.0	39.0	1,795.2
Forecast Re-profile	-41.4	2.6	17.6	0.5	11.3	9.2	0.0
Cost Variations	-1.0	-1.9	-1.0	-2.7	-2.2	0.0	-9.0
Proposed Capital Budget	453.3	509.7	436.9	242.0	96.1	48.2	1,786.2
<i>Of which:</i>							
Manchester City Council Programme	362.1	358.5	398.9	242.0	96.1	48.2	1,505.8
Programme on behalf of Greater Manchester	91.2	151.2	38.0	0.0	0.0	0.0	280.4

- 15.2 Further details regarding the proposed adjustments to the programme are given below.

Budget re-profiling:

- 15.3 As highlighted in the narrative of this report, various schemes throughout the capital programme are now forecast to be accelerated into 2018/19, or have been moved to 2019/20 or future years. The budgets for these projects will be re-profiled to reflect the changes, and the revised budget profiles are shown at Appendix C.

Virements

- 15.4 Various schemes across the programme require virements in 2018/19 and 2019/20, as shown in Appendix A.
- 15.5 The Council is recommended to approve virements over £0.5m within the capital programme as outlined in Appendix A.

- 15.6 The Executive is recommended to approve virements under £0.5m within the capital programme as outlined in Appendix A.

Cost Variations

- 15.7 Various schemes across the programme require cost variations to reflect their updated forecast. Details of these can be found in Appendix B. For major cost variations, the reasons are detailed in the project narrative in the earlier sections of this report.

16 Risks to the Future Forecasts

- 16.1 The Capital Budget is prepared on the best estimate of the spend profile for each scheme across its life. The format of the monitoring report has been updated to monitor the total cost of the scheme across the total life of the scheme and the budget and spend profile are updated as the scheme develops. As such the budget profile will always be subject to change and some of the main factors which may lead to changes being required are outlined below.
- 16.2 All projects carry risk such as delivery risk, third party risk and market risk. Whilst the updated forecasts reflect officers expectations based on existing and planned works, these may change as projects develop and in response to wider market changes.
- 16.3 The programme also contains some budgets which are yet to be allocated to specific projects but are reserved for a specific purpose, such as Basic Need funding for additional school places, the Highways Investment Fund and the ICT Fund. This is predominantly because the future projects are not yet at the stage where procurement can take place, or are dependent on other projects completing. The current forecast profile of spend is based upon service's view as to the expected timescales for project initiation, completion and cost, and once projects are approved through the Council's capital approval process the budgets will be allocated and the Capital Budget updated accordingly.
- 16.4 This creates some uncertainty in the programme, but ensures that the programme reflects the likely use of resources and enables agile approval processes for relevant projects as they are developed. These budgets are carefully monitored throughout the financial year and, if the expected programme of works changes, the impact on the forecast will be reported at the earliest opportunity.
- 16.5 Specific risks have been identified across the capital programme and are detailed below. Whilst efforts have and will be made to mitigate these risks, they cannot be removed and therefore the future forecast may change. Directorate teams are required to monitor and report risk as part of their regular capital monitoring processes. This will form part of the monitoring reports to members throughout the financial year.

Highways

- 16.6 The Highways programme for 2019/20 contains a high number of large and strategically important projects for the highway network. Whilst the service is working to ensure that the works can be delivered to the timescales indicated, this will require the successful mitigation of a number of key and significant risks.
- 16.7 With the nature of the projects in Highways, there are inherent risks around external factors, such as weather conditions, which can hinder the schedule of works. The availability of appropriately skilled resources has also been identified as a significant risk to the timely delivery of projects, with efforts being made to recruit to vacant posts and secure the skills required.
- 16.8 Extensive consultation and engagement with stakeholders to manage expectations within available budgets and realistic timescales is undertaken to minimise the risk of scope creep. Additional funding opportunities through partners are also routinely explored in order to increase project scope.
- 16.9 Failure to complete the land acquisition necessary to support proposals for the Department for Transport (DfT) Pinch Point Widening scheme on Hyde Road may impact deliverability. The construction programme may need to be phased to allow work to progress where ownership is not an issue.

Neighbourhoods

- 16.10 External funding can form a significant part of available budgets to support parks improvements but is subject to lengthy negotiation and is not always successful. The risk profile has been updated to include the ability to secure match funding from external partners including Historic England and the Heritage Lottery Fund. This will be monitored by the programme board.
- 16.11 Recruitment to the Parks Development Programme team needs to be successfully completed to enable the feasibility studies and options appraisals required to support future delivery to be completed.

Strategic Development

- 16.12 The risk profile for the Factory focuses on ensuring the project is delivered within the agreed budget and timescales and the delivery and installation of the steel required for the building construction.
- 16.13 It should be noted that there are a number of significant elements of the Corporate Estates programme, such as the 2019/20 Strategic Acquisitions programme, which are dependent on negotiations with third parties in order to achieve a successful outcome e.g. for land acquisitions. As a result the budget profile is a best estimate and is likely to change. There may also be pressure on the Strategic Acquisitions budget as city wide strategies evolve. The programme is currently subject to a detailed review and prioritisation exercise.

- 16.14 Delivery of the Carbon Reduction Programme is dependent on the availability of suitable resources which are unavailable in-house. Officers are exploring best practice and lessons learnt from other Local Authorities, as well as seeking an appropriate route through the various available frameworks. Each project within the programme will be tightly monitored and reported to ensure that early action can be taken to address any issues as they arise.
- 16.15 Ability to secure resources and suppliers in a buoyant market is a risk to the Estates Transformation Programme. It is being mitigated through early and ongoing planning to inform pipeline decision making about resource availability and allocation.
- 16.16 There is a carefully planned rolling programme of activity to assess and address end of life replacements and close collaboration with Capital Programmes colleagues to ensure momentum is maintained. This may lead to a change in priorities during the year.
- 16.17 The Eastern Gateway - Central Retail Park project may require re-profiling dependant on the scheme of works for the remediation of the site, which is still to be determined.

Our Town Hall

- 16.18 Due to the size, duration and nature of the programme, risk will be carefully managed through and across the various work packages. Site investigations and early works are vital to inform the design and cost aspects.
- 16.19 At this early stage of the project the spend profile remains uncertain. Once the project receives Notice to Proceed (NTP) a more detailed timeline of work will be agreed. Again it is likely that the budget profile will change.
- 16.20 In addition, external factors such as supply chain uncertainty and the availability or otherwise of sufficient and appropriate specialists to ensure the quality of the finished work, will require careful monitoring to ensure early action can be taken to reduce any negative impact on cost and programme.

Housing General Fund

- 16.21 Delays with acquisitions, refurbishment works or sales could potentially result in the Empty Homes Programme being delayed with action needed to minimise the amount of time the Council is responsible for the properties. Similarly, delays to Extra Care schemes could impact on savings projected by Adult Services and the availability of funding from third parties. Given the early stage of this project this risk is not quantifiable but will be closely monitored.

Housing Revenue Account

- 16.22 The Northwards programme relies on the performance of a number of contractors to deliver projects which creates a risk of delays. Ongoing

monitoring of performance and regular communication with partners are used to manage risks in these areas.

- 16.23 There are risks around obtaining listed building consent and planning approvals required for some of the projects, to be managed through timely collaboration with colleagues in Planning and design teams.

Children's Services

- 16.24 As the DfE have confirmed that Manchester will receive no Education Basic Need funding in 2020/21 due to significant investment planned in free schools, the forward plan for the Education Programme will be dependent on the decision on the next wave of free schools. The statutory duty to provide places belongs to the City Council and the relationship with the DfE is key in ensuring that the free school places are delivered on time in order that the duty can be met.
- 16.25 There is a further risk around the Council's ability to meet the continued growth of pupil numbers – particularly in-year school admissions which is more difficult to accurately project and manage. There is also a risk around the pace of residential development and the demand for school places outweighing the available supply in particular areas of the City. To offset these risks, the Director of Education is currently developing a School Places plan for 2020 to 2025 using forecasted demand to ensure that there is sufficient high quality school places available in the right areas across the City although this is dependent on identifying appropriate sites in the right areas.

ICT

- 16.26 ICT projects are often interdependent which can lead to adjustments to the schedule of activity should changes occur in a particular project. Some projects may need external support and advice to be delivered and this may create delays as such work is completed.
- 16.27 ICT projects are subject to external factors such as cyber security risks as an incident could result in data unavailability or loss, impacting the Council's critical applications and services. The Council has PSN compliant infrastructure and up to date anti-virus software to mitigate this. The use of end of life software and hardware form part of the ICT risk profile to ensure ongoing operation of systems and hardware.
- 16.28 Ongoing risks around expiration of licenses and support contracts are managed through monitoring and review at operational and strategic level, taking into account costs associated with maintaining or changing existing arrangements into future years.

Corporate Programme

16.29 The nature and scope of the schemes within the Corporate Programme mean that the Council is highly reliant on third parties in determining the likely profile of spend and there is therefore a risk of external factors causing delays.

17 Social Value

17.1 All capital business cases are required to provide information on social value impact likely to be generated as part of the scheme. These include details of employment of local residents, training of local residents, improvements in key health outcomes, support of community cohesion, improvement in key education outcomes, help to other excluded groups and promoting environmental sustainability. These are considered as part of the scheme approval process via the Checkpoint system. Work is on-going as part of improving overall contract monitoring to review the monitoring of these activities.

18 Capital Resources

18.1 The capital programme is reviewed on an ongoing basis to confirm the capital resources required to finance capital spend are in place and the future years programme is fully funded. Work will continue to ensure that the resources required to finance the capital programme are secured and the level of prudential borrowing remains affordable.

18.2 The Deputy Chief Executive and City Treasurer will continue to manage the financing of the programme to ensure the final capital funding arrangements secure the maximum financial benefit to the City Council.

18.3 The requirements of the capital programme over the next five years are significant and both spend and funding streams will require close monitoring, particularly with the level of uncertainty for future funding allocations.

19 Key Polices and Considerations

(a) Equal Opportunities

19.1 By investing in building adaptations, access for people with mobility difficulties is made easier.

(b) Risk Management

19.2 The capital programme is based on forecast costs and funding, and as such there are risks to achieving the programme from external factors such as shortage of labour or materials, alongside market risks such as price fluctuations and interest rate charges. The Strategic Capital Board, and associated Portfolio Boards for each part of the programme, are tasked with regular monitoring of costs, delivery, quality and affordability, to help manage and mitigate these risks.

(c) Legal Considerations

19.3 None.

Capital Programme Outturn 2018/19 – **Appendix A** – Virements Requested

Project Name	2019/20 Virement	2020/21 Virement	2021/22 Virement	2022/23 Virement
Safe Routes to Loreto High School	58			
Safe Routes to Schools	-58			
Total Highways Programme	0	0	0	0
External cyclical works ph 3a		-1		
2/4 Blocks Heating replacement with Individual Boilers		-5		
Decent Homes mop ups ph 9 and decent homes work required to voids		20		
Decent Homes mop ups ph 10 and voids		-20		
Electricity North West distribution network ph 4 (various)	83			
Collyhurst - Mossbrook/Roach/Vauxhall/Humpries Court Internal Works	-100			
Northwards Housing Programme	17	6		
Total Public Sector Housing (HRA) Programme	0	0	0	0
Brookside Rd Moston		11		
North Hulme Adv Playground		6		
Monsall Road (Burgess)		7		
Roundwood Road		9		
Education Basic Needs Unallocated		-33		
Moston Lane Re-roof	19			
Abbott Primary School Fencing	10			
Broad Oak Primary School works	116			
School Capital Maintenance Unallocated	-145			
Paintpots Nursery	5			
Early Education for two year olds Unallocated	-5			
Total Children's Services Programme	0	0	0	0

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Capital Programme Outturn 2018/19 – **Appendix B** – Cost Variations

Project Name	2019/20 Cost Variation	2019/20 Cost Variation	2020/21 Cost Variation	2021/22 Cost Variation	2022/23 Cost Variation
Project Delivery Procurement	- 265				
Total Highways Programme	- 265				
Parks Development Programme	- 97	- 1,926	- 1,080	- 2,734	- 2,231
Total Parks Programme	- 97	- 1,926	- 1,080	- 2,734	- 2,237
The Factory (Build)	811				
Collyhurst Police Station Liabilities	- 844				
Airport City Power Infrastructure	- 25				
Total Strategic Development Programme	- 58				
Woodward Court Asset Management Programme Costs	283				
Total Public Sector Housing (HRA) Programme	283				
Greenheys Toilets	- 67				
Total Education Programme	- 67				
Airport Strategic Investment	- 750				
Total Corporate Capital Programme	- 750				
Total Cost Variations	- 954	- 1,926	- 1,080	- 2,734	- 2,237

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Capital Programme Outturn 2018/19 – **Appendix C** – Revised Capital Budget 2019/20 – 2023/24

Project Name	2019/20 Proposed Budget	2020/21 Proposed Budget	2021/22 Proposed Budget	2022/23 Proposed Budget	2023/24 Proposed Budget	Total Budget
Planned Highways Maintenance Programme	435	75	0	0	0	510
Drainage	970	570	0	0	0	1,540
Large Patching repairs	1,088	1,281	780	0	0	3,149
Carriageway Resurfacing	5,287	7,190	6,284	0	0	18,761
Footway schemes	1,200	3,768	3,831	0	0	8,799
Carriageway Preventative	4,139	8,282	7,395	0	0	19,816
Bridge Maintenance	400	3,782	3,018	0	0	7,200
Other Improvement works	1,069	5,769	4,833	0	0	11,671
Project Delivery Procurement	757	1,681	1,438	0	0	3,876
Ardwick Grove Village Parking	0	20	0	0	0	20
Didsbury Village Tram Stop Traffic Mitigation	0	18	0	0	0	18
Section 106 Highways work around Metrolink	0	47	0	0	0	47
Barlow Moor Road	27	0	0	0	0	27
Etihad Expansion - Public Realm	59	0	0	0	0	59
Velocity	572	0	0	0	0	572
Cycle City Phase 2	2,318	2,000	0	0	0	4,318
Safe Routes to Loreto High School	107	0	0	0	0	107
Congestion Target Performance	235	0	0	0	0	235
Piccadilly Undercroft Gating	7	0	0	0	0	7
20mph Zones (Phase 3)	96	370	0	0	0	466
ITB Minor Works	91	0	0	0	0	91
Flood Risk Management - Hidden Watercourses	49	0	0	0	0	49
Flood Risk Management - Higher Blackley Flood Risk	41	0	0	0	0	41
Hyde Road (A57) Pinch Point Widening	1,737	2,123	0	0	0	3,860
Manchester/Salford Inner Relief Road (MSIRR)	7,857	100	0	0	0	7,957
Great Ancoats Improvement Scheme	3,615	4,454	0	0	0	8,069

Project Name	2019/20 Proposed Budget	2020/21 Proposed Budget	2021/22 Proposed Budget	2022/23 Proposed Budget	2023/24 Proposed Budget	Total Budget
Mancunian Way and Princess Parkway NPIF	5,658	2,139	11	0	0	7,808
Cycle Parking	15	0	0	0	0	15
Shadowmoss Rd / Mossnook Rd	12	0	0	0	0	12
Birley Fields Campus improvements	0	34	0	0	0	34
Princess Rd Safety Review	486	0	0	0	0	486
School Crossings	1,421	924	0	0	0	2,345
Kingsway Speed Cameras	11	0	0	0	0	11
Green Bridge at Airport City	449	1,216	1,300	0	0	2,965
Public Realm	1,962	400	400	0	0	2,762
Street Lighting PFI	10,626	2,031	0	0	0	12,657
Didsbury West S106	24	0	0	0	0	24
S106 Whalley Grove	29	0	0	0	0	29
A56 Liverpool Road	80	0	0	0	0	80
A56 Chester Road	51	0	0	0	0	51
M56	148	0	0	0	0	148
Pay and Display Machines	924	0	0	0	0	924
North Manchester Hospital Residents Parking	9	0	0	0	0	9
Parking Schemes	558	120	0	0	0	678
Sunbank Lane S278	40	0	0	0	0	40
Sharston Roundabout SCOOT	40	0	0	0	0	40
Derwent Avenue S106	14	0	0	0	0	14
Local Roads (temp SEMMMS A6 Stockport)	255	0	0	0	0	255
SEMMMs A6 to Manchester Airport	50	0	0	0	0	50
Bus Priority Package - Oxford Road	312	0	0	0	0	312
Bus Priority Package - Princess Street/Brook Street	153	0	0	0	0	153
Total Highways Programme	55,483	48,394	29,290	0	0	133,167

Project Name	2019/20 Proposed Budget	2020/21 Proposed Budget	2021/22 Proposed Budget	2022/23 Proposed Budget	2023/24 Proposed Budget	Total Budget
Waste Reduction Measures	1,459	0	0	0	0	1,459
Waste Contract	5,929	0	0	0	0	5,929
Smart Litter Bins	258	0	0	0	0	258
Hollyhedge Park Drainage IMPS	2	0	0	0	0	2
Heaton Park Pay & Display	8	0	0	0	0	8
PIP - Park Events Infrastructure	289	0	0	0	0	289
Parks Development Programme	640	2,965	2,965	2,965	2,965	12,500
Somme 100 Year Memorial	33	0	0	0	0	33
Painswick Park Improvement	30	0	0	0	0	30
Heaton Park Southern Play Area	370	0	0	0	0	370
Wythenshawe Park Sport Facilities	139	0	0	0	0	139
Northenden Riverside Park	75	0	0	0	0	75
King George V Park	81	0	0	0	0	81
Indoor Leisure - Abraham Moss	2,008	9,076	3,107	0	0	14,191
Indoor Leisure - Moss Side	93	0	0	0	0	93
FA Hubs	0	13,000	0	0	0	13,000
Boggart Hole Clough - Visitors Centre	535	0	0	0	0	535
Velodrome Track	71	0	0	0	0	71
Contact Theatre loan	200	0	0	0	0	200
MAC - Booth St Car Park	148	0	0	0	0	148
Relocation of Manchester Visitor Info Centre (MVIC)	59	0	0	0	0	59
GM Archives Web Portal	128	0	0	0	0	128
Central Library Wolfson Award	32	0	0	0	0	32
Roll Out of Central Library ICT	7	0	0	0	0	7
Newton Heath Library	17	0	0	0	0	17
Open Libraries	458	0	0	0	0	458
Total Neighbourhoods Programme	13,069	25,041	6,072	2,965	2,965	50,112

Project Name	2019/20 Proposed Budget	2020/21 Proposed Budget	2021/22 Proposed Budget	2022/23 Proposed Budget	2023/24 Proposed Budget	Total Budget
First Street Cultural Facility	14	0	0	0	0	14
The Factory (Build)	44,244	42,173	10,679	0	0	97,047
The Factory (Public Realm)	0	2,182	0	0	0	2,182
Asset Management Programme	10,945	11,650	7,915	0	0	30,510
Strategic Acquisitions Programme	4,331	3,000	1,323	0	0	8,654
Town Hall Complex Transformation Programme	67	0	0	0	0	67
Hammerstone Road Depot	2,940	10,037	1,280	0	0	14,257
Heron House	3,073	0	0	0	0	3,073
Registrars	1,400	0	0	0	0	1,400
Carbon Reduction Programme	6,095	3,791	191	0	0	10,077
Civic Quarter Heat Network	15,064	4,000	4,000	0	0	23,064
Lincoln Square	0	1,200	0	0	0	1,200
Estates Transformation	0	215	585	0	0	800
Estates Transformation - Hulme District Office	702	0	0	0	0	702
Estates Transformation - Alexandra House	6,069	5,038	659	0	0	11,766
Ross Place Refurbishment	854	0	0	0	0	854
The Space Project - Phase 2	987	0	0	0	0	987
The Sharp Project	600	0	0	0	0	600
Digital Asset Base - One Central Park	3,330	0	0	0	0	3,330
Sustaining Key Initiatives	0	0	5,000	8,600	0	13,600
New Smithfield Market	469	0	0	0	0	469
Eastern Gateway - Central Retail Park	150	2,829	0	0	0	2,979
Eastern Gateway - New Islington Marina	3,583	0	0	0	0	3,583
Proud Trust - Sidney Street	250	0	0	0	0	250
Hall and Rogers	57	0	0	0	0	57
Northern Gateway	6,175	6,675	7,275	4,875	0	25,000
Hulme Hall Rd Lighting	36	0	0	0	0	36

Project Name	2019/20 Proposed Budget	2020/21 Proposed Budget	2021/22 Proposed Budget	2022/23 Proposed Budget	2023/24 Proposed Budget	Total Budget
ST Peters Square	799	0	0	0	0	799
Medieval Quarter Public Realm	1,663	0	0	0	0	1,663
City Labs 2	2,023	0	0	0	0	2,023
Manchester College	10,000	0	0	0	0	10,000
Digital Business Incubators	2,000	0	0	0	0	2,000
Total Strategic Development Programme	127,920	92,790	38,907	13,475	-	293,092
Our Town Hall refurbishment	26,875	67,457	103,153	65,836	29,554	292,875
Total Town Hall Refurbishment Programme	26,875	67,457	103,153	65,836	29,554	292,875
Brunswick PFI Land Assembly	1,547	737	0	0	0	2,284
Collyhurst Regeneration	178	3,700	0	0	0	3,878
Collyhurst Environmentals	55	0	0	0	0	55
Collyhurst Acquisition & Demolition (Overbrook & Needwood Close)	0	505	565	0	0	1,070
Collyhurst Land Assembly Ph1	33	0	0	0	0	33
Collyhurst Land Acquisitions Ph2	210	799	0	0	0	1,009
Eccleshall Street - 3 Sites	500		0	0	0	500
Site Investigation and Early Works HIF Pilot Sites	95	155	0	0	0	250
Miles Platting PFI Land Assembly	632	0	0	0	0	632
Disabled Facilities Grant	7,801	6,200	6,200	0	0	20,201
Toxteth St CPO & environmental works	156	0	0	0	0	156
Bell Crescent CPO	0	0	0	0	482	482
HCA Empty Homes Cluster Phase 2	801	891	0	0	0	1,692
Empty Homes Scheme	2,000	0	0	0	0	2,000

Project Name	2019/20 Proposed Budget	2020/21 Proposed Budget	2021/22 Proposed Budget	2022/23 Proposed Budget	2023/24 Proposed Budget	Total Budget
Redrow Development Phase 2 onward	23	0	0	0	0	23
West Gorton Compensation	4	0	0	0	0	4
West Gorton Ph 2A Demolition & Commercial Acquisitions	448	904	0	0	0	1,352
Armitage Nursery & Community Facility	2,190	0	0	0	0	2,190
HMRP	50	40	104	0	0	194
Collyhurst Acquisition & Demolition (Overbrook & Needwood Close)	0	661	0	0	0	661
Extra Care	2,445	0	0	0	0	2,445
Moston Lane Acquisitions	0	0	0	0	7,500	7,500
Equity Loans	0	397	0	0	0	397
West Gorton Community Park	1,831	0	0	0	0	1,831
Ben St. Regeneration	1,256	6,877	0	0	0	8,133
Marginal Viability Fund - New Victoria	6,457	3,617	0	0	0	10,074
Marginal Viability Fund - Bowes Street	929	2,385	0	0	0	3,314
Total Private Sector Housing Programme	29,641	27,868	6,869	0	7,982	72,360
Charlestown - Victoria Ave multistorey window replacement and ECW - Phase 1	8,000	7,190	0	0	0	15,190
External cyclical works phase 3a	9	23	0	0	0	32
Harpurhey Lathbury & 200 Estates external cyclical works ph 3b	-18	31	0	0	0	13
Environmental works	19	0	0	0	0	19
Harpurhey Shiredale Estate externals	0	15	0	0	0	15
Moston Miners Low Rise externals	14	4	0	0	0	18
Newton Heath Limestone Drive externals	0	6	0	0	0	6
Renewal of 4 automatic pedestrian gates at Victoria Square	45	0	0	0	0	45

Project Name	2019/20 Proposed Budget	2020/21 Proposed Budget	2021/22 Proposed Budget	2022/23 Proposed Budget	2023/24 Proposed Budget	Total Budget
External cyclical works ph 3b Harpurhey - Jolly Miller Estate ph 3b	0	82	0	0	0	82
External cyclical works ph 3b Moston Estates (Chauncy/Edith Cliff/Kenyon/Thorveton Sq)	0	2	0	0	0	2
External cyclical works ph 3b Ancoats Smithfields estate	102	0	0	0	0	102
External cyclical works ph 4b Charlestown Chain Bar low rise	0	45	0	0	0	45
External cyclical works ph 4b Charlestown Chain Bar Hillingdon Drive maisonettes	0	15	0	0	0	15
External cyclical works ph 4b Crumpsall Blackley Village	34	0	0	0	0	34
External cyclical works ph 4b Higher Blackley South	32	26	0	0	0	58
External cyclical works ph 4b Newton Heath Assheton estate	0	27	0	0	0	27
External cyclical works Ph 4b Newton Heath Troydale Estate	0	89	0	0	0	89
External cyclical works Ph 5 New Moston (excl corrolites)	0	38	0	0	0	38
Environmental improvements Moston corrolites	67	0	0	0	0	67
Charlestown - Victoria Ave multistorey replacement door entry systems	0	18	0	0	0	18
ENW distribution network phase 4 (various)	302	0	0	0	0	302
Dam Head - Walk up flats communal door renewal	127	0	0	0	0	127
Delivery Costs	909	827	0	0	0	1,736
2/4 Blocks Heating replacement with Individual Boilers	0	115	0	0	0	115
Lift replacement / refurbishment programme	2	0	0	0	0	2
Decent Homes mop ups ph 9 and decent homes work required to voids	60	0	0	0	0	60
One offs such as rewires, boilers, doors, insulation	0	33	0	0	0	33
Whitemoss Road and Cheetham Hill Road Local Offices - Improvements	0	3	0	0	0	3

Project Name	2019/20 Proposed Budget	2020/21 Proposed Budget	2021/22 Proposed Budget	2022/23 Proposed Budget	2023/24 Proposed Budget	Total Budget
Ancoats - Victoria Square lift replacement	265	0	0	0	0	265
Job 40502 Aldbourne Court/George Halstead Court/Duncan Edwards Court works	15	0	0	0	0	15
Boiler replacement programme - Job 40491	25	341	0	0	0	366
Kitchen and Bathrooms programme	1,788	94	0	0	0	1,882
Harpurhey - Monsall Multis Internal Works	2,385	85	0	0	0	2,470
Various - Bradford/Clifford Lamb/Kingsbridge/Sandyhill Court Internal Works	2,471	108	0	0	0	2,579
Collyhurst - Mossbrook/Roach/Vauxhall/Humphries Court Internal Works	2,691	106	0	0	0	2,797
Decent Homes mop ups phase 10 and voids	633	129	0	0	0	762
One off work - rewires, boilers, doors	158	0	0	0	0	158
Fire precautions multi storey blocks	1,078	1,000	0	0	0	2,078
Installations of sprinkler systems - multi storey blocks	2,380	221	0	0	0	2,601
Replacement of Prepayment Meters in High Rise Blocks	0	20	0	0	0	20
ERDF Heat Pumps	555	2,982	167	0	0	3,704
Delivery Costs	1,502	246	0	0	0	1,748
Bringing Studio Apartments back in use	25	0	0	0	0	25
Improvements to Homeless accommodation city wide	0	201	0	0	0	201
Plymouth Grove Women's Direct Access Centre	0	28	0	0	0	28
Improvements to Homeless Accommodation Phase 2	723	267	0	0	0	990
Delivery Costs	78	45	0	0	0	123
Northwards Acquisitions	3	0	0	0	0	3
Stock Acquisitions	0	28	0	0	0	28
Adaptations	720	0	0	0	0	720
Northwards Housing Programme	696	15,889	22,176	0	0	38,761
Collyhurst Maisonette Compensation & Dem	89	0	0	935	0	1,024
West Gorton PH2A Low & High Rise Demolition	26	0	0	0	0	26

Project Name	2019/20 Proposed Budget	2020/21 Proposed Budget	2021/22 Proposed Budget	2022/23 Proposed Budget	2023/24 Proposed Budget	Total Budget
Collyhurst Estate Regeneration	700	8,695	10,235	1,841	0	21,471
Buy Back Properties - Right to Buy	155	0	0	0	0	155
Collyhurst Regen - Highways Phase 1	0	190	97	1,394	0	1,681
Collyhurst Regen - Churnett Street	0	0	0	790	0	790
Collyhurst Regen - Needwood & Overbrook acquisition / demolition	0	125	0	0	0	125
Willert Street Park Improvements	10	0	0	0	0	10
North Manchester New Builds	546	0	0	0	0	546
North Manchester New Builds 2	442	10,700	0	0	0	11,142
North Manchester New Builds 3	645	0	0	0	0	645
Parkhill Land Assembly	0	0	4,270	0	0	4,270
Fire precautions multi storey blocks	1,200	0	0	0	0	1,200
Total Public Sector Housing (HRA) Programme	31,708	50,089	36,945	4,960	0	123,702
Lytham Rd	200	0	0	0	0	200
Co-op Academy expansion	443	0	0	0	0	443
Plymouth Grove Refurbishment	397	0	0	0	0	397
Beaver Rd Primary Expansion	197	0	0	0	0	197
Lily Lane Primary	164	0	0	0	0	164
St. James Primary Academy	99	0	0	0	0	99
Crossacres Primary School	210	0	0	0	0	210
Ringway Primary School	82	0	0	0	0	82
Webster Primary Schools	117	0	0	0	0	117
Brookside Rd Moston	2,159	3,675	1,221	0	0	7,055
North Hulme Adv Playground	1,934	2,438	0	0	0	4,372
Monsall Road (Burgess)	2,029	2,977	0	0	0	5,006
Roundwood Road	2,144	3,656	1,216	0	0	7,016

Project Name	2019/20 Proposed Budget	2020/21 Proposed Budget	2021/22 Proposed Budget	2022/23 Proposed Budget	2023/24 Proposed Budget	Total Budget
Basic need - unallocated funds	20,173	44,015	1,138	0	0	65,326
Universal Infant Free School Meals (UIFSM) - Unallocated	335	0	0	0	0	335
Moston Lane - re-roof	19	0	0	0	0	19
Abbott Primary School Fencing	11	0	0	0	0	11
Broad Oak	116	0	0	0	0	116
Schools Capital Maintenance -unallocated	5,354	3,000	3,000	0	0	11,354
Paintpots	9	0	0	0	0	9
Early Education for Two Year Olds - Unallocated	52	0	0	0	0	52
Gorton Youth Zone	1,275	0	0	0	0	1,275
Healthy Pupil Capital Funding	263	0	0	0	0	263
North Ridge SEN	2,875	164	0	0	0	3,039
Special Educational Needs grant	1,160	0	0	0	0	1,160
Seymour Road	1,200	0	0	0	0	1,200
Total Children's Services Programme	43,017	59,925	6,575	0	0	109,517
PSN Windows 2003	42	0	0	0	0	42
Data Centre UPS Installation	10	0	0	0	0	10
New Social Care System	1,207	0	0	0	0	1,207
End User Computing	2,364	1,877	0	0	0	4,241
Core Infrastructure Refresh	109	0	0	0	0	109
Internet Resilience	50	0	0	0	0	50
New Rent Collection System	33	0	0	0	0	33
Communications Room Replacement Phase 2	557	3,929	500	0	0	4,986
Care Leavers Service	14	0	0	0	0	14
Data Centre Network Design and Implementation	2,667	0	0	0	0	2,667
Corporate Wifi	50	750	668	0	0	1,468
ICT Investment Plan	0	4,235	7,715	8,900	7,690	28,540

Project Name	2019/20 Proposed Budget	2020/21 Proposed Budget	2021/22 Proposed Budget	2022/23 Proposed Budget	2023/24 Proposed Budget	Total Budget
Compliance Bus case	278	0	0	0	0	278
Wider Area Network Redesign	22	0	0	0	0	22
Total ICT Programme	7,403	10,791	8,883	8,900	7,690	43,667
ONE System Developments	11	0	0	0	0	11
Phase 1 Implementation - Locality Plan Programme Office	585	0	0	0	0	585
Integrated Working - Gorton Health Hub	10,648	8,627	2,619	0	0	21,894
BioMedical Investment	7,958	6,100	2,700	0	0	16,758
Band on the Wall	200	0	0	0	0	200
Manchester Jewish Museum Loan	290	0	0	0	0	290
Manchester Airport Car Park Investment	3,700	1,900	0	0	0	5,600
Total Corporate Capital Programme	23,392	16,627	5,319	0	0	45,338
Total Manchester City Council Capital Programme	358,508	398,982	242,013	96,136	48,191	1,143,830
Housing Investment Fund	151,166	37,951	0	0	0	189,117
Total GM projects	151,166	37,951	0	0	0	189,117
Total CAPITAL PROGRAMME	509,674	436,933	242,013	96,136	48,191	1,332,947

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**Manchester City Council
Report for Information**

Report to: Resources and Governance Scrutiny Committee - 18 June 2019
Executive - 26 June 2019
Personnel Committee - 26 June 2019

Subject: Living Wage Accreditation

Report of: City Treasurer (Deputy Chief Executive)

Summary

This report provides an update on the report to Resources and Governance Committee in January 2019 regarding the Living Wage and the work that has been undertaken to assess the implications for the Council in considering potential accreditation as a Living Wage Employer. A detailed analysis of the Council's procurement and commissioning arrangements has been undertaken to support a successful application to the Living Wage Foundation to become accredited. Work has also been undertaken to understand the potential implications, financial and otherwise, of accreditation. The views of the Committee are being sought in advance of a formal decision to progress with accreditation via the Council's Executive and Council.

Recommendations

Resources and Governance Scrutiny Committee are asked to note and comment on this report.

The Personnel Committee and the Executive each recommend to the Council that Manchester City Council applies for accreditation with the Living Wage Foundation.

Wards Affected: all

Alignment to the Our Manchester Strategy Outcomes (if applicable)

Manchester Strategy outcomes	Summary of how this report aligns to the Our Manchester Strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Accreditation as a Living Wage Employer and promotion of the real Living Wage to partners and suppliers across the city will support various strands of the Our Manchester strategy. In particular, this will support the
A highly skilled city: world class and home grown talent sustaining the city's economic success	
A progressive and equitable city: making a positive	

contribution by unlocking the potential of our communities	development of a truly progressive and equitable city where lower paid residents and workers receive improved pay to ensure they are able to benefit from the city's economic success.
A liveable and low carbon city: a destination of choice to live, visit, work	
A connected city: world class infrastructure and connectivity to drive growth	

Contact Officers:

Name: Janice Gotts
Position: Deputy City Treasurer
Telephone: 0161 234 1017
E-mail: j.gotts@manchester.gov.uk

Name: Peter Schofield
Position: Head of Corporate Procurement and Integrated Commissioning
Telephone: 0161 234 3265
E-mail: p.schofield@manchester.gov.uk

Name: Paul Murphy
Position: Group Manager, Corporate Procurement
Telephone: 0161 234 3591
E-mail: p.murphy@manchester.gov.uk

Name: Samuel McVaigh
Position: Head of Workforce Strategy
Telephone: 0161 234 3976
E-mail: s.mcvaigh@manchester.gov.uk

Name: David Houlston
Position: Strategic Lead Policy and Partnerships
Telephone: 0161 234 1541
E-mail: d.houlston@manchester.gov.uk

Background documents (available for public inspection):

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

Report to Resources and Governance Scrutiny Committee, 10 January 2019: *Living Wage Accreditation Update*

Report to Economy Scrutiny Committee, 11 March 2015: *Final Report and Recommendations of the Living Wage Task and Finish Group*

Report to Economy Scrutiny Committee, 30 September 2015: *Draft Living Wage Policy*

Manchester City Council Ethical Procurement Policy

1. Background and Context

- 1.1. Resources and Governance Committee received a report in January 2019 setting out the progress that has been made since the development of the Council's Living Wage Policy in 2015 and the potential implications of becoming an accredited Living Wage employer. Since that report, a Living Wage Accreditation Working Group has been established comprising officers from Finance, Human Resources and Organisational Development, Procurement and Commissioning, Communications, Legal Services and Policy. The group have liaised with the Living Wage Foundation to gain a fuller understanding of the process and have produced a Living Wage Implementation Plan to guide the preparation work.
- 1.2. The calculation of the UK ('real') Living Wage is undertaken by the Resolution Foundation (within the auspices of the Living wage Foundation) who have developed a methodology which includes: the costs of a core basket of goods and services; housing costs; Council Tax; travel costs; and childcare costs. The rate is reviewed annually each November, with a current rate of £9 an hour outside of London.
- 1.3. A range of local authorities have now achieved formal accreditation as 'living wage employers'. In order to achieve this accreditation employers must:
- Pay all directly employed staff the 'real' Living Wage
 - Pay regular third party contracted staff - such as cleaners and catering staff - the 'real' Living Wage. However, if it is not possible to move to the 'real' Living Wage straight away, this can be implemented in a phased approach by moving the contracts to Living Wage when possible. Each contract is included as a milestone in the Licence Agreement with the City Council.
- 1.4. This report summarises the recent work that has been completed to prepare the organisation for potential Living Wage accreditation and sets out the implications of accreditation in relation to workforce and budgets, procurement and commissioning and communications.

2. Manchester City Council as an employer

- 2.1. The nationally agreed 2019/20 pay award, implementation of which was endorsed by the Personnel Committee on 12th December 2018, has taken the minimum rate of pay for directly employed staff to £9.51 per hour¹ from 1st April 2019. This falls significantly above the current *real* Living Wage rate (£9 per hour, as announced in November 2018) and the statutory National Living Wage of £8.21 per hour from April 2019 which was announced by the Chancellor as part of the Autumn Budget 2018. The City Council's hourly minimum has been applied to agency staff and the agreed pay scale commended to schools across the city. The costs of implementing the pay award were factored into the Council's 2019/20 budget.

¹ Based on a 35 hour week.

- 2.2. Becoming Living Wage accredited requires the Council to ensure that its minimum rate of pay is at least equivalent to real Living Wage rate. The new rate is announced every November and accredited organisations have until 1st April the following year to implement the increases. This timescale is in line with existing processes and the Personnel Committee and Council would need to approve this as part of the annual Pay Award and associated Pay Policy Statement. Financial modelling of future rates of the real Living Wage have been undertaken, but it is impossible to predict the exact rate until it is revealed in November. For this reason, becoming accredited would create a degree of uncertainty about the overall increases in staff budgets beyond 2019/20 and whether this would remain in line with existing predictions. As noted above, the current minimum rate of pay is 51p above the Living Wage rate.
- 2.3. The Council is currently able to demonstrate that it is paying the real Living Wage to all directly employed staff and has a robust approval process in place to apply the increase on an annual basis ahead of the 1st April deadline.

3. Manchester City Council as a procurer and commissioner

- 3.1. Through its procurement policies and procedures the Council has been commending payment of the Manchester Living Wage (currently £9.00 per hour - the same rate as the real Living Wage) to its contractors and suppliers since 2016 and this is referenced in the Council's Ethical Procurement Policy. This means that the Council already has data to support the accreditation process. In addition, the Council has worked with the Centre for Local Economic Strategies (CLES) for over a decade on their 'Power of Procurement: towards Progressive Procurement' reports and an annual survey of the top 300 suppliers which now includes questions about the payment of the real Living Wage.
- 3.2. As referred to in the January report to Resources and Governance Committee, whilst the approach is intended to support a decent standard of living for individuals and their families, it recognises that paying the *real* Living Wage can be good for businesses as well and contribute towards a thriving community. There is a growing body of evidence demonstrating the business benefits of becoming a Living Wage employer. These are reported by the Living Wage Foundation and include increased retention and motivation of staff; improvements in recruitment and employee relations, and improvement in the wellbeing of individuals, as well as having a positive impact on an organisation's reputation.
- 3.3. A full review of contracts has been undertaken by the Living Wage Working Group to ascertain how many of the Council's contractors have committed to paying the real Living Wage.
- 3.4. The analysis of the City Council's contracts has been broken down into:
- i. Contracts that are already paying the Manchester Living Wage; and
 - ii. Future commitment to the Manchester Living Wage.

- 3.5. Overall the value of the City Council's contracts, including framework arrangements, total around £0.5bn, the majority (c£0.3bn) are contracts where suppliers committed to paying the Manchester Living Wage as part of their tender and fall into category (i) above.
- 3.6. Contracts included within the category of "future commitments to the Manchester Living Wage" include new requirements that have not been put to the market before and contracts that were let before Manchester Living Wage response was part of the tender process. The details of these contracts are currently being finalised and there may be some that will be compliant on further investigation.
- 3.7. For completeness, the City Council has also provided a list of payments which are considered out of scope and includes allowances for foster care and adoption, services provided under grant (which are not part of procurement processes) and allowances to individuals for personal budgets.
- 3.8. In line with the requirements of accreditation, a clear plan will be put into place to review the contracts which are categorised as a future commitment to the Living Wage and these will be addressed on an ongoing basis as they become due for renewal.
- 3.9. The Living Wage Foundation are fully aware of some of the challenges that certain sectors, particularly Social Care related services, are facing and the funding pressures on local authorities. They are committed to working with local authorities in a pragmatic way for these arrangements as they come up for renewal or review. The Council already sets aside funding to meet requirements of increases in the National Living Wage. However, it is estimated that for Manchester's residential and nursing care contracts there may be a requirement for further employer spending of around £3m to take all staff to the level of the *real* Living Wage.
- 3.10. The feedback to date from the Living Wage Foundation has been positive and there is a good working relationship with the Foundation who will support the City Council through the process.

4. Manchester City Council as an influencer

- 4.1. Accreditation as a Living Wage employer and promotion of the real Living Wage to partners and suppliers across the city will support various strands of the Our Manchester Strategy. In particular it will support the development of a '*Progressive and Equitable*' city where residents benefit from our economic success. The Our Manchester Strategy contains a specific high level ambition to "Ensure everybody is paid at least a real living wage".
- 4.2. The Council would be joining a number of other high profile employers in the city and city region, including the University of Manchester who recently became the 500th Living Wage accredited organisation.
- 4.3. The Greater Manchester Living Wage Campaign is a local campaigning organisation which aims to create a 'Living Wage Zone' in Greater Manchester.

The Campaign is part of Greater Manchester Poverty Action (GMPA) which is a not-for-profit organisation that works to address poverty across the city region. The Council works closely with GMPA on the implementation of the Manchester Family Poverty Strategy and is one of their 'Principal Partners'.

- 4.4. There will be an opportunity for the Council to promote the standard during Living Wage week in November 2019 during which the new rate will be announced. The Living Wage Foundation logo and branding can also be used on digital and hard copy communication materials.
- 4.5. A plan will be developed to raise awareness of, and celebrate, the accreditation amongst a wide range of audiences including: staff; residents; suppliers and employers.
- 4.6. Consideration of a supplier's payment of the living wage is embedded within the Council's procurement processes and a proactive approach will continue to be taken to commend suppliers and contractors to pay the Living Wage. This will be taken into account as part of the assessment of Social Value within the tendering process. The City Council will use its influence, where possible, to recommend that other Manchester organisations, partners and organisations implement Living Wage policies and commit to becoming Living Wage employers.

5. Conclusion

- 5.1. Accreditation as a Living Wage Employer would be a positive next step flowing from the development of the Council's Living Wage Policy in 2015. As an accredited employer, the Council would have increased credibility in commending this rate of pay to its partners across the city which would support the aims of the Living Wage Foundation and the Our Manchester Strategy.
- 5.2. Work over recent years and the evidence gathered during the past few months has shown that the Council is in a strong position to successfully meet the initial accreditation threshold. Although there is no immediate cost to accreditation, there are some potential medium and long term financial considerations, both in terms of continuing to assure this rate of pay to directly employed staff and, in some cases, reflecting the impact on commissioning budgets to enable the real Living Wage rate to be paid.
- 5.3. The Council will need to be prepared to mitigate the risks associated with these challenges and will need to work with contractors to identify how they can be compliant but without passing additional costs onto the Council. Where cost does pose a significant barrier to compliance, the Living Wage Foundation will work with us to develop a pragmatic way forward.

6. Recommendations

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

Appendix A - Minimum Wage Rates

Pay Rate	Definition of Cohort	Hourly Pay (2019/20)	Review Approach	Apprentice Rate (20-19/20)
National Minimum Wage (Statutory)	Workers aged 21 and over	£7.70	Recommended by the Low Pay Commission. within a remit to raise pay as high as possible without damaging employment prospects.	£3.90 ²
	Workers aged 18 to 20	£6.15		
	Workers under the age of 18	£4.35		
National Living Wage (Statutory)	Workers over 25	£8.21	Recommended by the Low Pay Commission. The Government has set a target for it to reach 60 per cent of median earnings by 2020. The Commission's remit is to make recommendations that reach the target, subject to 'sustained economic growth'.	N/A
'Real' Living Wage (Living Wage Foundation)³	All workers (a higher rate is applicable for London)	£9.00 (announced November 2018)	This is an aspirational wage which is announced every November by the Living Wage Foundation. The 'real' Living Wage is a voluntary rate of pay set by the resolution foundation based on the real cost of living; what people need to meet their basic everyday needs.	N/A
Manchester Living Wage⁴ (Local)	Commended via contracts and to partners	£9.00 (as of April 2019)	Reviewed annually, taking account of various factors such as staff turnover, any NJC pay award, the ratio of low to high earners, the rates for the National Minimum Wage and the 'real' Living Wage at the time.	£9.00

² Applicable to apprentices aged 16 to 18 and those aged 19 and over who are in their first year. All other apprentices are entitled to the National Minimum Wage for their age.

³ The rate is set each November with organisations allowed 6 months to comply. The current 'real' Living Wage rate of £9.00 was announced in November 2018.

⁴ Previously known as the Manchester Minimum Wage - this will be at least equivalent to the real Living Wage of £9.

Lowest pay for directly employed staff	All directly employed staff, agency staff and commended to schools	£9.51 ⁵		£9.51
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⁵ 51p greater than the Manchester Living Wage / Foundation Living Wage reflective of nationally agreed NJC pay award.

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**Manchester City Council
Report for Resolution**

Report to: Executive – 26 June 2019

Subject: Former Boddingtons Brewery Site – Strategic Regeneration Framework (SRF) Addendum

Report of: Strategic Director – Strategic Development

Summary

This report informs the Executive of the outcome of a public consultation exercise with local residents, businesses and stakeholders, on the draft Strategic Regeneration Framework Addendum for the former Boddingtons Brewery site, and seeks the Executive's approval of the framework.

Recommendations

The Executive is recommended to:

- i) Note the outcome of the public consultation on the draft Strategic Regeneration Framework Addendum for the former Boddingtons Brewery site.
 - ii) Formally approve the draft Strategic Regeneration Framework Addendum for the former Boddingtons Brewery site and request that Planning and Highways Committee take the framework into account as a material consideration when considering planning applications for the site.
-

Wards Affected Piccadilly & Cheetham

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	<p>Development of the former Boddingtons Brewery site will facilitate the delivery of substantial commercial, retail and leisure space. These uses will create a significant number of new jobs through both construction and end use. The Manchester College campus will create 500 construction jobs and provide a range of training and apprenticeship opportunities. The College will also play a key role in offering training and education within some of the city's key growth sectors.</p> <p>Regeneration of the area will provide a major focus for new investment, and will contribute towards a growth in employment opportunities and the economic performance of the wider city centre.</p>

<p>A highly skilled city: world class and home grown talent sustaining the city's economic success</p>	<p>The new Manchester College campus will create an innovative, sustainable and functional educational facility which will be at the forefront of education and vocational training.</p> <p>The campus will facilitate the provision of skills and learning in a range of both national and regional key growth sectors, including media, performing and visual arts, computing and digital media. In addition, the building will respond to employer and local business needs.</p> <p>Alongside the provision of the Manchester College campus, development of the site will also deliver flexible, commercial space, and the introduction and development of new businesses within a range of key growth sectors will support the city's drive for high calibre talent attraction and graduate retention.</p>
<p>A progressive and equitable city: making a positive contribution by unlocking the potential of our communities</p>	<p>The former Boddingtons Brewery Site SRF has been developed in alignment with adjacent Strategic Regeneration Frameworks to ensure it is complementary, and takes a holistic view of a key gateway into the city centre from the north. These frameworks include the original former Boddingtons Brewery SRF (2015), Great Ducie Street, NOMA, and the Northern Gateway which will collectively transform the northern side of the city centre.</p> <p>The framework details the addition of high quality public realm space, with a primary focus on enhancing connections and routes within the SRF area and links to the city centre. This will help to ensure the area is a popular neighbourhood of choice to study, visit and work.</p>
<p>A liveable and low carbon city: a destination of choice to live, visit, work</p>	<p>The delivery of an educational campus alongside office space and retail development will create a unique destination in the city and build on a key opportunity at the city centre's edge.</p> <p>The Strategic Regeneration Framework Addendum sets out the priorities for place-making activity, including new public realm, within the specific sites that collectively form the SRF area.</p>

<p>A connected city: world class infrastructure and connectivity to drive growth</p>	<p>The delivery of a world class educational facility will serve the further education and vocational skills training needs of the city and Greater Manchester. The site benefits from excellent access to public transport, which will be critical in enabling students to access education provision. These strong transport links include Victoria Rail and Metrolink stations within a 5 minute walk and Shudehill Bus Interchange a further 5 minutes' walk away. This aligns with the city's transport strategy, encouraging a modal shift towards more sustainable modes of transport.</p> <p>The introduction of active frontages is identified as a priority for new development across the former Boddingtons Brewery site. These uses will be of increasing importance together with pedestrian routes and key public spaces. At present the area experiences little footfall beyond those using the surface car park, however, development of the neighbourhood's amenities will see a significant increase in the number of people visiting and spending time in the area.</p>
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Full details are in the body of the report, along with any implications for

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

None directly from this report.

Financial Consequences – Capital

None directly from this report.

Contact Officers:

Name: Eddie Smith
Position: Strategic Director
Telephone: 0161 234 5515
E-mail: e.smith@manchester.gov.uk

Name: Dave Roscoe
Position: Planning Development Manager

Telephone: 0161 234 4567
E-mail: d.roscoe@manchester.gov.uk

Name: Pat Bartoli
Position: Head of City Centre Growth & Regeneration
Telephone: 0161 234 3329
Email: p.bartoli@manchester.gov.uk

Background documents (available for public inspection):

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

- Former Boddingtons Brewery Site Strategic Regeneration Framework – April 2015
- Report to the Executive – Strategic Regeneration Framework for the Former Boddingtons Site – June 2015
- Report to the Executive – Strategic Regeneration Framework for the Former Boddingtons Site – November 2015
- Report to the Executive – The Manchester College – New Campus – July 2018
- Report to the Executive - Great Ducie Street SRF – February 2018
- Report to the Executive - Great Ducie Street SRF – November 2018
- Great Ducie Street Strategic Regeneration Framework – January 2019
- Draft Former Boddingtons Brewery Site Strategic Regeneration Framework Addendum – March 2019
- Report to the Executive – Former Boddingtons Brewery SRF Addendum – March 2019

1.0 Introduction

- 1.1 On 13 March 2019, the Executive endorsed, in principle, the draft Strategic Regeneration Framework (SRF) Addendum for the former Boddingtons Brewery Site and requested that the Strategic Director undertake a public consultation exercise in relation to it.
- 1.2 This report summarises the outcome of the public consultation on the framework.

2.0 Background

- 2.1 The former Boddingtons Brewery site is located on the north side of the city centre and has long been a regeneration priority of the city. Previous Strategic Regeneration Frameworks have been approved by Executive for the whole former brewery site, in 2007 and in 2015.
- 2.2 The proposed addendum of the Strategic Regeneration Framework (SRF) for the area was approved, subject to consultation, by the Executive in March 2019. The updated document detailed the opportunity for Manchester College to build its new city centre campus in the area, promoting educational use on the western part of the site, alongside the delivery of a multi storey car park, and the residential and commercial development set out within the 2015 SRF.
- 2.3 The proposals set out the ambition to deliver the Manchester College campus in two phases. The College has secured commitment to deliver the first phase. Phase 2 will follow this, subject to both demand and funding support.
- 2.4 The former Boddingtons Brewery site has historically been used to provide temporary surface car parking. For the eastern part of the site, the temporary permission lapses in May 2019. For the western part it lapses on 21 August 2019.
- 2.5 In 2018, the developers Prosperity secured planning consent for an eastern portion of the site, to bring forward 556 residential units and 37,500 sq. ft. of commercial floor space. The development named Old Brewery Gardens will be a residential-led regeneration project, delivering homes, retail and commercial space to the area.
- 2.6 The opportunity for Manchester College to build its new city centre campus on the corner of Great Ducie Street and New Bridge Street is in line with their 2017 – 2022 Estates Strategy. The campus contributes to the delivery of the Skills Strategy for the city and the city region, supporting sustainable economic and employment growth. The campus provides opportunities for residents through training, apprenticeships, vocational subjects, further education and jobs.
- 2.7 This framework addendum also seeks to bring high quality public realm and an improved sense of place for residents, workers, college students and those visiting the area. The framework aligns with development aspirations for Great

Ducie Street, which is situated adjacent to the site and will deliver commercially-led regeneration, and new green space adjacent to the River Irwell, to transform the area.

3.0 The Consultation Process

- 3.1 Consultation letters have been sent out to 515 local residents, landowners, businesses, local community groups and stakeholders, informing them about the public consultation, how to participate, and engage in the consultation process, and where to access the SRF document. The draft framework was made available on the Council's website, and comments were invited on this.
- 3.2 The formal consultation opened Friday 22 March and following a six week period of consultation closed on Friday 3 May.
- 3.3 The City Council has received 7 responses to the consultation on the Strategic Regeneration Framework Addendum, all of which were submitted by email. These are broken down as follows:
- 2 businesses
 - 2 charitable organisations
 - 2 landowners within a joint response
 - 1 public body
 - 1 educational organisation

4.0 Consultation Comments

- 4.1 In response to the consultation, a range of topics were raised. These can all be classified within the following categories and are summarised below.
- General support
 - Format of the consultation
 - Skills and economic growth
 - Accessibility (Public Transport and servicing routes)
 - Connectivity
 - Public Realm
- 4.2 The majority of responses received support the proposals outlined in the SRF addendum for a new city centre college campus and for the framework in general. Five respondents stated their support, one asked a single question regarding the format of the consultation, and one respondent commented on certain aspects of the public realm and connectivity within the western part of the site.
- 4.3 A respondent queried whether a public event would be held that they could attend.
- 4.4 In support of the overall aims and objectives of the draft SRF, five respondents cited the contribution of the proposals to the Skills Strategy on a local, regional and national basis.

- 4.5 A local business commented that a city centre college campus will provide new opportunities and links between the night time economy, creative industries sector and young people. This respondent also supported the ambition to bring a vacant site back in to use, aligned with the skills development of young people.
- 4.6 A second business respondent regarded the proposed city centre campus as positively contributing to economic growth in the city. Furthermore recognising the demand for employment in the creative and digital sectors, amongst other sectors (Business, Finance and Professional, Health and Wellbeing and Construction and Logistics) and the contribution of The Manchester College to nurturing talent in the North West, and addressing the skills gap in a range of sectors.
- 4.7 This respondent felt the proposed college campus would benefit employers, by allowing for collaborative working and active employer engagement through new events and specialist facilities on site.
- 4.8 An education provider commented that the proposed development within the SRF would bring increased footfall and attract inward investment to the area. They cited the importance of high quality further education, higher education and training, and the transformational impact it can have on people's lives and the economic success of an area. The respondent regarded the SRF as having a unique mix of development uses, forming a neighbourhood with a unique identity, and in doing so creating a new destination within the city centre.
- 4.9 A charity responded to the consultation to outline their strong support for a college campus in the area. They highlighted the role of further education in transforming recruitment, skills and training within the rapidly growing creative and digital sectors in Greater Manchester, in the context of rapidly changing technological advances. The charity indicated their experience working with The Manchester College, and supported an inclusive and innovative professional learning environment that will promote diversity, encourage achievement by young people, and provide a diverse talent pool for recruitment, including disadvantaged young people.
- 4.10 A public body responded in support of the updated SRF proposals, recognising the role of The Manchester College as an educational establishment in delivering the Skills Strategy in the city region.
- 4.11 The location of the college on this site was supported by this organisation given its links to the wider network of public transport in the city, ensuring the site is accessible and well connected as a destination. They highlighted that the location of the site encourages sustainable transport use by prospective students and employees, and supports the wider ambition of the city to reduce car trips as a mode of transport. The respondent also added that the connectivity and permeability of the SRF area is improved with access to public transport, new public realm and proximity to other regeneration areas

including Great Ducie Street and Lower Irk Valley.

- 4.12 The respondent also commented that the existing cycle network is limited in the area, and that the Manchester and Salford Inner Relief Route provides a barrier to pedestrians and cyclists. The respondent suggested that future development of the campus should consider ways to overcome this and ensure safe pedestrian access across the Inner Ring Road. A campus travel plan by The College was recommended to consider cycle parking, pedestrian safety, and encourage use of public transport and active travel.
- 4.13 Two landowners in the area submitted a joint response, commenting on the importance of public realm and connections through the SRF area for pedestrians and certain vehicles.
- 4.14 This response included a comment that any new development should consider active frontages, and the pedestrian experience of the 'boulevard', as an important piece of public realm.
- 4.15 The respondent anticipates the boulevard will be well used by commuters accessing the proposed multi storey car park. The response also detailed a concern that servicing routes for proposed commercial units had been omitted in the 2019 addendum of the SRF, and that the northern side of the college building is closed to vehicular access.

5.0 Response to Consultation Comments

- 5.1 The support received for the new city centre campus is welcomed. The framework aligns with the city's priorities for economic growth, employment and skill development for the growing population. The Manchester College campus will provide new opportunities for learning, and in particular contribute to meeting the employment demand of a growing digital and creative sector. This aligns with the Greater Manchester Skills Strategy and priorities.
- 5.2 Employers will benefit from a city centre hub for learning and events, with modern facilities for engaging with students on vocational and further education courses. The campus will be delivered to a high level of quality, and offer a curriculum that strives to be exemplary.
- 5.3 The SRF is based upon design principles which ensure the space is inclusive, feels welcoming to all and encourages a diverse range of visitors to high quality public realm and mixed use development. The proposed college campus will provide a range of opportunities for young people, including further education, training and apprenticeships at different levels. The provision of education and employment opportunities also contributes to new jobs in the city centre, benefitting residents.
- 5.4 The SRF area benefits from the excellent nearby public transport connections from Victoria Station and Shudehill via Metrolink, as well as bus routes, giving access to the wider transport network, linking communities to the area. This will be further realised with new public realm and improved connectivity to

allow active travel via walking and cycling and encouraging visitors to use public transport. Promoting active travel through the delivery of safe and attractive streets is a key part of the approach to improving pedestrian connectivity in the city centre. Further detail with regards to campus access will be required as part of a detailed planning application. The suggestion for a specific campus travel plan is noted and has been shared with The Manchester College.

- 5.5 In response to the comments from landowners concerning public realm and delivery/service routes for commercial units, the masterplan recognises the importance of public realm and connectivity for pedestrians. The north-south connecting 'boulevard' is created to encourage active travel and will be a safe and welcoming environment to distinguish the area from other developments. The close proximity of residential, commercial and educational buildings will create a vibrant and well connected area of development.
- 5.6 The 2019 SRF addendum has not removed a servicing route from the masterplan since the 2015 SRF was consulted on, and is consistent with previous design principles. The framework does not propose to terminate vehicular access at the northern boundary of the college site, which allows access to both vehicles for servicing/delivery and pedestrians in line with the approved public realm scheme in the 2015 SRF.
- 5.7 In response to comments made on active frontages, as an educational establishment it is not expected all of the college building frontages will be active. However the potential for active frontages will be considered, and the design of public realm is key to ensuring there is a welcoming sense of place for all users of the boulevard and other connecting public spaces, whilst maintaining a secure and safe environment for those working and studying within the college building and its amenity spaces. This will be realised through natural surveillance and maximising the use of frontages on outward facing sides of the building. Any future planning applications will include detailed design principles.
- 5.8 A response was issued to the query about a public event to clarify that the consultation did not include an event, and the respondent was invited to respond with comment by email or in writing instead.

6.0 Conclusions

- 6.1 The addendum to the former Boddingtons Brewery Site SRF has been informed by the significant opportunity to locate a new Manchester College campus within the city centre boundary.
- 6.2 Redevelopment of the site presents an opportunity to create a new, mixed use and vibrant destination as part of an extended city centre and aligns with neighbouring regeneration of the Great Ducie Street site. As well as commercial, leisure and residential uses, it will deliver a high quality educational campus critical to supporting the long term growth of the city and city region economy.

- 6.3 The proposal to include a city centre campus for The Manchester College in the SRF area was generally supported in the consultation responses. This, along with the importance of public realm, connectivity and accessibility, supporting sustainable travel and a quality environment for users across the site, was welcomed.
- 6.4 The suggestion for a specific campus travel plan is noted and has been shared with The Manchester College.
- 6.5 No amendments to the draft updated SRF are proposed arising from the consultation.
- 6.6 Recommendations appear at the front of this report.

7.0 Key Policies and Considerations

(a) Equal Opportunities

- 7.1 The site has the capacity to create a significant number of new jobs, educational and training opportunities, and apprenticeships as well as residential and leisure opportunities. In addition, there is a commitment to ensure that design standards throughout the development will comply with the highest standards of accessibility.

(b) Risk Management

- 7.2 N/A

(c) Legal Considerations

- 7.3 If the SRF Addendum is approved by the City Council, it will become a material consideration for the Local Planning Authority.

Figure 1: Former Boddingtons Site Showing Phases of College Development, Extent of Public Realm and Site of Proposed Multi-Storey Car Park



Figure 2: The range of public space and public realm across the whole of the Former Boddingtons Brewery Site



**Manchester City Council
Report for Resolution**

Report to: Executive – 26 June 2019

Subject: Knott Mill Masterplan

Report of: Strategic Director – Strategic Development

Summary

This report presents Executive Members with a draft masterplan for Knott Mill, and requests that the Executive approve the masterplan in principle, subject to a public consultation on the proposals.

Recommendations

The Executive is recommended to:

1. Approve in principle the draft Knott Mill Masterplan
 2. Request the Chief Executive undertake a public consultation exercise on the masterplan with local stakeholders and that a further report be brought forward, following the public consultation exercise, setting out comments received.
-

Wards Affected Deansgate

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	<p>The masterplan will provide a range of direct employment opportunities within a number of sectors and across a variety of levels.</p> <p>The Knott Mill area's proximity to First Street will improve linkages and access to the core of the city centre, and add to the employment opportunities presented within this part of the city centre.</p> <p>New residential development will be delivered within walking distance of city centre employment opportunities. Additionally, residents within the area will be connected to employment opportunities across Greater Manchester through easily accessible public transport links.</p>

<p>A highly skilled city: world class and home grown talent sustaining the city's economic success</p>	<p>The masterplan sets out the opportunity to create new homes, enabling people to live near employment opportunities. Development will also improve connectivity to surrounding areas which will enhance access to opportunities within the city centre.</p> <p>Delivering residential development at Knott Mill will both support the city's population growth and the attraction and retention of the talent required to support Manchester's strong growth trajectory across a range of economic sectors.</p> <p>The redevelopment proposals will support new job opportunities across a range of levels accessible to local people. In addition, opportunities for apprenticeships during construction will also be available.</p>
<p>A progressive and equitable city: making a positive contribution by unlocking the potential of our communities</p>	<p>The proposals set out within the Knott Mill Masterplan are aligned to and will support regeneration in the wider area. The proposals will contribute to the delivery of the Manchester Residential Growth prospectus and meet the growing demand for new homes in the city.</p> <p>The proposed public spaces, connections and pedestrian routes will improve access to job opportunities, key neighbourhoods and amenities such as First Street, Castlefield and Hulme Park.</p>
<p>A liveable and low carbon city: a destination of choice to live, visit, work</p>	<p>The masterplan area is well connected to a number of city centre neighbourhoods and amenities within walking distance. Knott Mill is well served by public transport and, located at a key southern gateway to the city centre, is also easily accessible by walking or cycling.</p> <p>The introduction of enhanced active frontages at ground floor level will support the residential and business community within the Knott Mill neighbourhood, and also provide amenities to adjacent city centre districts including Castlefield, First Street and the emerging Great Jackson Street.</p> <p>The proposals to extend the existing riverside walkway adjacent to the River Medlock would both enhance pedestrian connections within the area, and also provide access to the river.</p>

A connected city: world class infrastructure and connectivity to drive growth	The neighbourhood benefits from strong transport connectivity. This includes excellent public transport links, with both rail and Metrolink stations within a two minute walk from the masterplan area, reducing reliance on car usage.
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Full details are in the body of the report, along with any implications for

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

The costs of undertaking the masterplan consultation exercise will be funded from within existing approved revenue budgets.

Financial Consequences – Capital

There are no direct capital consequences arising from the proposals in this report, and any future capital proposals will be subject to City Council approval processes.

Contact Officers:

Name: Eddie Smith
 Position: Strategic Director
 Telephone: 0161 234 5515
 E-mail: e.smith@manchester.gov.uk

Name: Dave Roscoe
 Position: Planning Development Manager
 Telephone: 0161 234 4567
 E-mail: d.roscoe@manchester.gov.uk

Name: Pat Bartoli
 Position: Head of City Centre Growth & Regeneration
 Telephone: 0161 234 3329
 Email: p.bartoli@manchester.gov.uk

Background documents (available for public inspection):

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

- Report to the Executive – Whitworth Street West Development Framework - October 2008
- Draft Knott Mill Masterplan – June 2019

1.0 Background

- 1.1 The Knott Mill area is located south west of the city centre, in close proximity to the Castlefield neighbourhood, Whitworth Street West, First Street and the emerging Great Jackson Street regeneration area. Knott Mill is adjacent to the River Medlock and is close to Deansgate Railway Station and Deansgate-Castlefield Metrolink Station.
- 1.2 During the 1980s and 1990s the area provided the type of accommodation that was attractive to embryonic businesses, and particularly those from the design community within the city's creative industries. It also saw some of the earliest residential developments in the city centre. The Boardwalk nightclub was also located there, which was a key asset to the night time economy. Whilst it has since experienced some regeneration which has continued this process, it has seen little in the way of new development for some time. This has been brought more clearly into focus as a result of the significant change that has, and is, taking place in surrounding areas. As a result of this, the pace of change here has failed to reflect that of similar areas in the city centre, and it now lacks the vibrancy it once had. Unless action is taken, the area will not make the fullest contribution to the economy or function of the area and the wider city centre.
- 1.3 In 2008, the Council approved a development framework for the Whitworth Street West area which sits immediately north of Knott Mill, with part of the area within the "zone of influence" for Knott Mill. This framework was created to respond to the rapid economic and spatial growth of the city centre, promoting the expansion of the city core southwards. Since then, there has been significant investment within the area including Deansgate-Castlefield Metrolink Station and Axis, a 29 storey residential building, set for completion later this year. The Knott Mill Masterplan builds upon the development framework and subsequent and planned development proposals at Whitworth Street West. In addition this, other adjacent key development areas including Great Jackson St and First Street have provided an important context to the creation of the Knott Mill Masterplan.
- 1.4 This masterplan has been prepared by the Knott Mill Association, which represents the major landowners within the area. It seeks to establish a strategy to guide future development within the area that both acknowledges its unique character, and improves legibility and connections both within Knott Mill and with neighbouring areas.
- 1.5 Knott Mill has a distinctive sense of place and unique characteristics due to the presence of key buildings of architectural, historical and cultural importance. The area's important heritage buildings provide a very different look and feel to that of adjacent neighbourhoods, and this needs to be appropriately reflected in any redevelopment proposals.
- 1.6 The area is very much established as a successful hub for creative industries and professional services, and the masterplan seeks to build on this success, to ensure businesses are retained and able to grow and develop within the

area. It highlights the potential to deliver a range of new commercial development which should, where appropriate, deliver buildings designed to accommodate small and medium-sized businesses in the creative industries, as well as independent operators.

- 1.7 There is also the opportunity for the Knott Mill area to play an important role in satisfying demand for new residential accommodation, delivering new homes within a desirable location, and in close proximity to the range of employment opportunities offered within the rest of the city centre.
- 1.8 In addition to the delivery of new commercial and residential development, the Knott Mill area has a crucial role in linking key city centre developments. Connectivity will be enhanced at this key gateway location, improving links to First Street and Great Jackson Street.
- 1.9 All development in Knott Mill should be carefully considered to help facilitate the changes needed to meet the city's ambition to be zero carbon by 2038.
- 1.10 The following sections of this report summarise the draft masterplan.

2.0 Site Context

- 2.1 The Knott Mill Masterplan area (see plan attached at Appendix 1) is broadly bounded by Hewitt Street and the Whitworth Street railway viaduct to the north, Albion Street and the Little Peter Street car park (within the First Street SRF) to the east, the River Medlock to the south, and the southern extent of Old Deansgate to the west. The masterplan area extends slightly beyond these broad boundaries at Bugle Street, Rowendale Street, and Cameron Street to the north and fronting onto the Bridgewater Viaduct to the west at the interface with the Castlefield Basin. However, there are proposed higher density developments immediately to the north of the railway viaduct along Whitworth Street West, which are within the "zone of influence", and need to interact with it. These are reflected by the broken line boundary on the plan attached at Appendix 1.
- 2.2 The built environment is in good repair and provides a generally welcoming experience. However surface car parks, under-utilised buildings and gap sites have a negative impact on the local townscape. The quality of public amenity space and public realm is also limited.
- 2.3 There is significant scope to improve key interfaces between nearby neighbourhoods. The Deansgate railway viaduct and River Medlock, together with the Little Peter Street car park, currently act as barriers to efficient interfaces with adjacent areas.
- 2.4 The Knott Mill area contains a mix of uses and diverse architectural styles with differing scales, which are generally low-to-medium rise. The area is served by excellent transport links which enhance its desirability as a place to live and work. The site lies adjacent to Deansgate Rail Station, and is close to

Deansgate-Castlefield Metrolink tram stop, which provides a direct rail link between Piccadilly, Victoria and Oxford Road Rail Stations and onto Manchester Airport and wider national rail destinations. The masterplan area is easily accessible from the city's inner ring road (Mancunian Way) and other arterial routes.

- 2.5 There is fragmented land ownership within the Knott Mill area, with a number of small plots owned by a variety of predominantly private sector land owners with both freehold and leasehold titles. There is some potential to combine a few of the smaller plots to create development plots of a reasonable size without adversely impacting on the historic street pattern. Despite the fragmented nature of land ownership, it is envisaged developments can progress without the need for lengthy land assembly processes. All existing landowners within the Knott Mill area have been invited to contribute to the development of the masterplan.

3.0 Knott Mill Masterplan Urban Design Principles

3.1 Development uses

- The masterplan sets out the scope for Knott Mill to accommodate commercially-led development, alongside the provision of additional, new homes. It is envisaged that at least 60% of the new space created will be allocated to employment uses. The ambition is for new development to create a critical mass of workspace and residential accommodation, which will support the provision of a range of amenity uses, in particular independent, small-scale retail, and food and beverage outlets to create further activity at street level.
- The ground and first floors of all new development and property refurbishments should, where practical, incorporate workspace designed to accommodate creative industries and independent operators. This will animate the area at street level and enhance the sense of place by contributing to evening and weekend activity.
- As a city centre location with strong transport connections, the neighbourhood will be particularly attractive to small/medium sized creative industry businesses and start-ups, building on the sector's long-established success in Knott Mill. The masterplan sets out the vision to further grow the sector within the area.

3.2 Sense of place

- The existing key buildings of architectural, historical and cultural importance, together with the historic urban grain, are seen as an intrinsic part of the character of Knott Mill and are central to the creation of a sense of place within the neighbourhood and fundamental to the area's local distinctiveness. The industrial heritage assets, including surviving brick built warehouses, are a distinctive element of the streetscape in the area,

and reflect Knott Mill's previous industrial role in the local economy.

3.3 Street hierarchy & connectivity

- As the Deansgate railway viaduct and the River Medlock act as physical and psychological barriers to pedestrian movement, the masterplan places significant importance on creating and enhancing walking routes. These improved connections will integrate Knott Mill with adjoining areas and bridge the separation which exists between these districts.
- The existing street hierarchy remains largely unchanged in terms of vehicular traffic, however, the introduction of traffic calming measures are proposed, which will create a more welcoming environment for pedestrians.

3.4 Public realm & amenity

- The masterplan includes a proposal to create a new “pocket park” at the junction of Commercial Street and Constance Street, surrounded by independent cafés. It is envisaged that enhancing the public realm within the area will provide an appropriate setting for the existing and new buildings of high architectural quality.
- The Masterplan proposes the extension of the existing riverside walkway provided by the Hills Quay development, within the masterplan area. The walkway could potentially extend across the Little Peter Street car park site to enhance pedestrian connections between Knott Mill and First Street. It could also enhance the amenity asset of the River Medlock.
- A further key part of the place-making strategy is to ensure Knott Mill is well connected to neighbouring large public spaces at First Street and the Deansgate Square (Owen Street) development, part of the Great Jackson Street framework area.
- The potential provision of a pedestrian bridge across the River Medlock would connect the Deansgate Square's public plaza, the Great Jackson Street developments, First Street and the city centre. A significant pedestrian route runs south-west to north-east as part of the Great Jackson Street SRF and this route terminates within the Owen Street development. This route could be extended via a pedestrian bridge link to Commercial Street, and the new “pocket park”, via the 4 Commercial Street and Commercial Wharf plots.

3.5 Height & density

- The proposals are underpinned by economic analysis which informs the identified uses and quantum of development. The vision for the area is to mediate the scale of development between the city centre and emerging development areas at the southern edge of the city centre. A limit on scale has been set to ensure development height is appropriate. Heights are

therefore capped well below the scale of the Great Jackson Street and Whitworth Street West developments, to ensure a more gradual transition and rhythm of scale along the southern edge of the city centre.

- New developments will respond appropriately to the form and size of development plots, the street pattern, the character, density and scale of surrounding developments.
- New development or refurbishment of existing buildings should be designed to support active frontages, particularly along the main pedestrian routes, to promote street activity and to animate the street scene.

3.6 Masterplan Area

The masterplan area identifies three distinct zones within the area and sets out the most appropriate uses and scale of development for each zone:

- **The Band** - The strip of mid-rise development along the northern edge of the masterplan boundary, which includes a mix of recently developed buildings either side of the character assets of 8 Hewitt Street and the former St Peters School
- **The Core** - The central, lower rise heart of Knott Mill, which comprises the remnants of the historic buildings of most character value.
- **The Fringe** - The larger plots and larger scale developments along the river edge, linking with the higher density Great Jackson Street developments.
- Development on the sites within the “zone of influence” are included for context. The plots adjacent to Rowendale Street and Cameron Street are occupied by existing buildings, and 10 – 12 Whitworth Street has an existing planning permission for 327 residential apartments.
- Network Rail is promoting the redevelopment of its land interests adjacent to Deansgate railway station at land bounded by Whitworth Street West and Bugle Street. Proposals will provide for the retention of the existing Grade II listed building, with works to enhance the station’s entrance, internal environment, prominence and accessibility. The parts of the site that do not form part of the original station currently do not make best use of its prominent city centre location. As such, redevelopment options are being considered for the non-listed buildings, which currently include the potential for a hotel and / or residential building with the potential for other complementary retail and leisure uses within the lower levels of the development.

4.0 Economic & Social Benefits

- 4.1 There are currently approximately 118 companies located within the Knott Mill masterplan area employing around 600 people. These jobs are within a number of high value sectors, including 12 architectural practices, 20 media & marketing organisations and 20 specialist consultancies. The ambition of the masterplan is to retain and grow the existing business base within the Knott Mill area, in order to support the continued economic growth of the city centre.
- 4.2 The masterplan sets out a flexible approach to bringing forward an appropriate mix of development in Knott Mill. The underlying ambition for the area is to ensure future development is commercially led. At least 60% of new space created will therefore be allocated to employment uses, building on the area's established business base. This will be provided within the ground floor units of all buildings, and the proposed commercial development plots marked as A, B, D and E on the attached plan, as well as the hotel development at the Alpha Street site (plot F), which has an approved planning consent. This hotel will also generate employment within the Knott Mill area. The combination of new commercial development and additional new homes will re-energise this distinctive, mixed-used district in the heart of the city centre.
- 4.3 The masterplan economic analysis identifies the capacity for Knott Mill to accommodate up to 230,000 sq. ft. of new commercial floorspace. This will include an element of retail and leisure uses. New commercial development could potentially accommodate up to 750 new jobs, creating a broad range of employment opportunities within micro and small businesses, particularly in the creative, digital and professional services sectors.
- 4.4 Analysis undertaken in relation to the draft masterplan indicate that the delivery of commercial development would generate an additional £80million GVA.
- 4.5 The commercial development will be supported by an appropriate level of new residential development, creating around 150 new homes within Knott Mill. A mix of homes should be provided, including accommodation suitable for families.
- 4.6 Residential development (plot C) within the Knott Mill area will comply with the Council's affordable housing policy. This states that where any of the exceptions in the policy are being relied upon, these will need to be fully justified. For example, where scheme viability is an issue, a viability assessment would be required, which should take account of the reasonable and appropriate costs of place making and of securing the necessary quality of buildings. Residential planning applications will be considered on a case by case basis, in line with relevant national and local planning policy, and an appropriate level of developer contribution will be assessed and agreed at that time.
- 4.7 Residential development at Knott Mill will support continued demand for new homes, and would benefit from the planned amenity provision at Great Jackson Street, which will include primary educational facilities/nursery/child-care provision, alongside a gym, and a range of retail amenities. If required,

appropriate contributions will be sought towards the provision of social infrastructure from any residential schemes which come forward in the areas part of the planning process.

5.0 Conclusion

5.1 Knott Mill is an intrinsic part of the city centre, and given its established business base and the existence of a number of development-ready sites, this distinctive area has the potential to play a significant part in meeting current and future demand for commercial space and new homes in the city centre. This development can help to support the population and economic growth of the city.

5.2 With significant phases of development delivered at First Street, and development underway at Great Jackson Street, Knott Mill represents an opportunity to integrate with neighbouring areas. Through development that is appropriate and sympathetic, Knott Mill's historical assets can be preserved and enhanced, whilst contributing to the continued growth of this part of the city centre.

6.0 Key Policies and Considerations

(a) Equal Opportunities

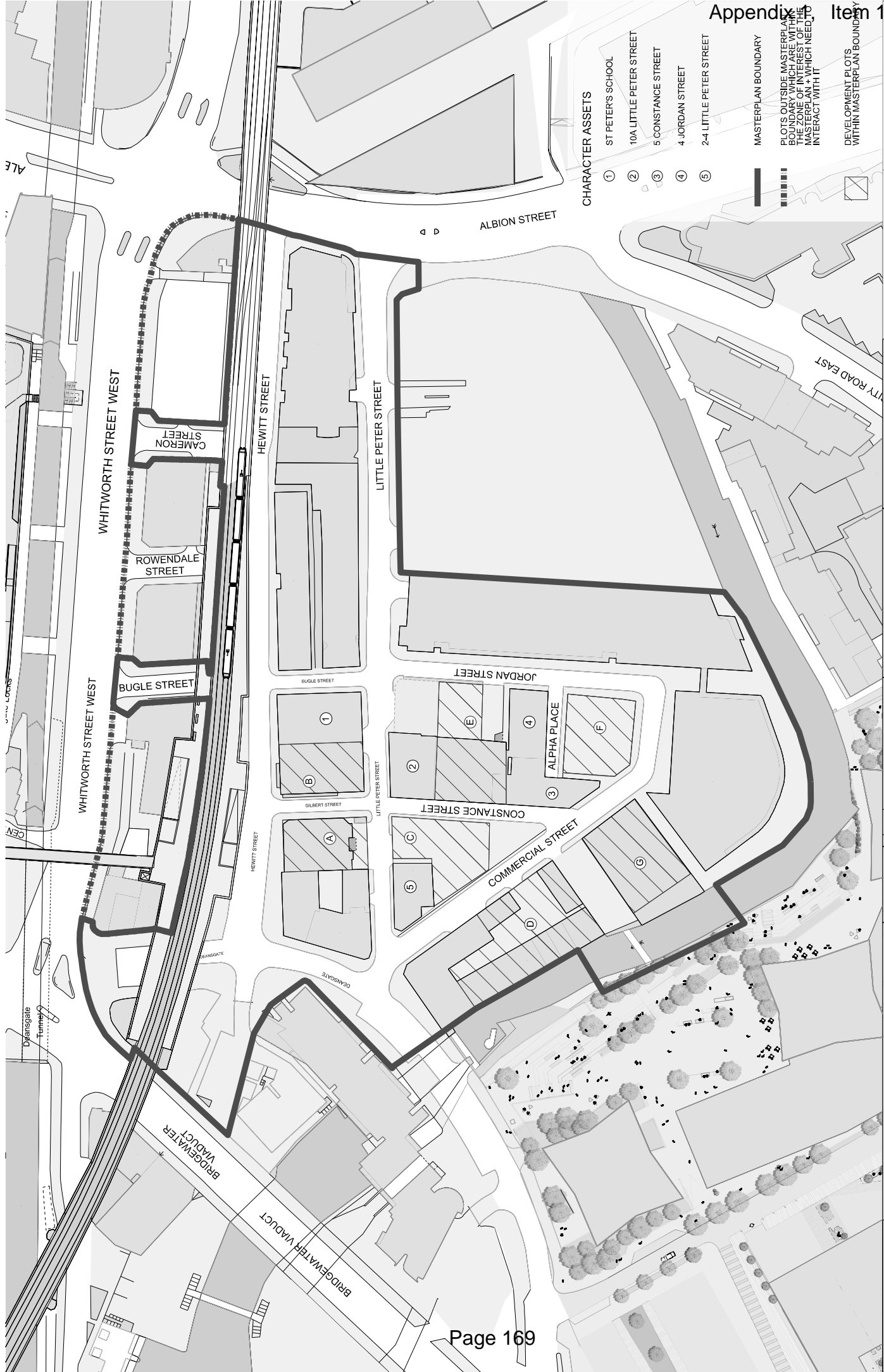
6.1 A key aim of the masterplan is to ensure the delivery of new commercial workspace and retail space, alongside a high quality residential offer, with a range of housing types. The masterplan will create a range of employment opportunities through both end uses and construction phases that local people can access and benefit from. The commercial space proposed is expected to be particularly attractive to start-up, small and independent businesses.

(b) Risk Management

6.2 Not applicable.

(c) Legal Considerations

6.3 If approved by the Executive, the Knott Mill Masterplan will not form part of the Council's Development Plan but would be a material consideration when development control decisions are made.



CHARACTER ASSETS

- ① ST PETER'S SCHOOL
- ② 10A LITTLE PETER STREET
- ③ 5 CONSTANCE STREET
- ④ 4 JORDAN STREET
- ⑤ 24 LITTLE PETER STREET

MASTERPLAN BOUNDARY
 PLOTS OUTSIDE MASTERPLAN BOUNDARY WHICH ARE WITHIN THE ZONE OF INTEREST OF THE MASTERPLAN + WHICH NEED TO INTERACT WITH IT

DEVELOPMENT PLOTS WITHIN MASTERPLAN BOUNDARY

Project Name: Proposed Masterplan Area
 Project No: Krot Mill Framework

Scale:	1:1000 @ A1	Date:	June 2019
Author:	10117	Project No:	10117 AMP-XP-A-G000-XP-00-CUR
Client:		Revision:	XXX

NORTH

NOTE:
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**Manchester City Council
Report for Resolution**

Report to: The Executive – 26 June 2019

Subject: Proposed City of Manchester (20 Ilk Street and 22 Alpine Street, Clayton) Compulsory Purchase Order 2019

Report of: Strategic Director (Development)

Summary

To report to Executive on proposals for the compulsory purchase of the sites of two former dwellings houses within the Ilk and Alpine street within the Clayton neighbourhood shown edged red on the plan attached at **Appendix 1** of this report (“the Order Lands”) under the provisions of Section 17(1) (b) Housing Act 1985 to facilitate the provision of housing accommodation.

Recommendations

The Executive is asked to:

1. Authorise the making of the City of Manchester (20 Ilk Street and 22 Alpine Street) Compulsory Purchase Order 2019 (“the Order”) under Section 17(1) (b) of the Housing Act 1985, and the Acquisition of Land Act 1981 to acquire the Order Lands for housing purposes for the reasons set out in the Statement of Reasons.
2. Note the contents of the attached Statement of Reasons attached at **Appendix 2**
3. Authorise the City Solicitor to seal the Order and to take all necessary steps, including the publication and service of all statutory notices and presentation of the Council’s case at public inquiry, to secure confirmation of the Order by the Secretary of State for Housing, Communities and Local Government and the vesting of the land in the City Council.
4. Authorise the Strategic Director Development (in the event that the Secretary of State notifies the Council that it has been given the power to confirm the Order) to confirm the Order, if the Secretary of State is satisfied that it is appropriate to do so.
5. Authorise the Head of Development to approve agreements with landowners setting out the terms of withdrawals of objections to the Order including where appropriate the exclusion of land from the Order. Authorise the Strategic Director Development and the City Solicitor to make deletions from, and/or minor amendments, and modifications to the proposed Order and Order Plan or to agree to refrain from vesting any land included within the Order should this be in their opinion appropriate.

6. Authorise the Head of Development to negotiate terms for the acquisition by agreement of any outstanding interests in the land within the order prior to its confirmation.
7. Authorise the Strategic Director of Neighbourhoods to take all necessary steps to secure the closure of all relevant highways streets and alleyways which are required for the development to proceed, if requested by the Director of Housing.
8. Agree that the resources of the City Council are sufficient to carry out the duties resulting from the making of the City of Manchester (Ilk and Alpine Street, Clayton) Compulsory Purchase Order 2018, as outlined in this report.
9. Agree that compensation for owners and other interests will be paid in accordance with the law on compulsory purchase.

Wards Affected: Clayton and Openshaw

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	The council has continued to work with partners to drive forward major development schemes that provide safe accommodation, stimulate economic growth and job creation.
Individual and collective self esteem – mutual respect	The well designed homes and area to be provided will improve the quality of life for local people.
A highly skilled city: world class and home grown talent sustaining the city's economic success.	The city aims to provide safe accommodation which encourages people worldwide to visit keeping those with the skills the city needs, keeping our home grown professionals
A progressive and equitable city: making a contribution by unlocking the potential of our communities.	Everyone will have the same opportunities and life chances no matter where they're born or live in safe accommodation. Voluntary and community groups will find new ways to reach those as yet untouched by Manchester's success to create resilient and vibrant communities

<p>A liveable and low carbon city: a destination of choice to live visit and work</p>	<p>The provision of these homes will increase housing choice within the city and contribute to the availability of neighbourhoods of choice.</p> <p>The right mix of quality accommodation is needed to support growth and ensure that our growing population can live and work within the city and enjoy a good quality of life.</p>
<p>A connected city: world class infrastructure and connectivity to drive growth</p>	<p>This approach recognises the importance a balanced housing offer plays within a well-connected city and the neighbourhoods within it. It seeks to create neighbourhoods where residents will choose to live and their housing needs and aspirations are met</p>

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

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences Revenue

In the restricted report also presented to the meeting

Financial Consequences –Capital

In the restricted report also presented to the meeting

Contact Officers

Name: Eddie Smith
Position: Strategic Director Development
Telephone: 0161-234-3030
Email: e.smith@manchester.gov.uk

Name: Roy Smith
Position: Design and Development Manager, Strategic Development
Telephone: 0161-234-4100
Email: r.smith1@manchester.gov.uk

Name: David Lord
Position: Head of Development
Telephone: 0161-234-1339
Email: d.lord@manchester.gov.uk

Name: Juliet Mbam
Position: Principal Solicitor, City Solicitors
Telephone: 0161-234 -4489
Email: j.mbami@manchester.gov.uk

Background documents (available for public inspection):

The following documents disclose important facts and these have been relied upon in preparing this 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

General Documents

1. Detailed Planning Application 122897/FO/2019 for the redevelopment of the Order Lands
2. East Manchester Strategic Regeneration Framework 2008-2018.
3. The Core Strategy Development Plan Document 2012-2027 (Core Strategy)
4. East Manchester Growth Priorities- January 2015

All of the above can be found at <http://www.manchester.gov.uk/planning>

Council Reports

1. Report to Executive 16 January 2008 - Proposed City Manchester (Alpine Street, Clayton) Compulsorily Purchase Order 2008
2. Report to Executive 24 June 2014 - A Stimulus For Residential Growth
3. Report to Executive 15th March 2015 - Ben Street Investment Proposal

APPENDICES:

Appendix 1. Order Lands Plan

Appendix 2. City of Manchester (Ilk and Alpine Street) Statement of Reasons. Compulsory Purchase Order 2019

1 Background

- 1.1 The Executive agreed on the 18 March 2015 proposals to deliver a comprehensive regeneration scheme to the wider Ben street area. The proposals consisted of four elements;
- The acquisition from Guinness Properties and subsequent refurbishment of 64 long term voids, which has now been completed;
 - Facelifting the remaining 213 terraced properties, which is ongoing;
 - Undertaking streetscape works to improve and connect the external environment within the neighbourhood, which is ongoing; and.
 - The acquisition of the Order Lands to facilitate housing development on the Ilk St/Alpine St development site of new build quality family affordable homes for sale that would improve the scope of the offer in the area.
- 1.2 Collectively these elements will provide a more sustainable approach to improving the residential area, by widening the tenure mix and lifting the quality of the existing residential stock. The improvements will be strengthened with a neighbourhood management strategy to improve waste management, community cohesion and resilience.

2. The Order Lands

- 2.1 The Order Lands are situated within the Eastern part of the Clayton West neighbourhood and are shown edged red on the plan attached at **Appendix 1** comprise the sites of two former terraced houses. The Order Lands form part of the larger Ilk and Alpine Street development site (the Development Site”). The Development Site comprises [3.75 hectares] of land, which is made up of the sites of 42 former dwelling houses, a commercial premises and the site of the former Ravensbury Infant and Primary schools, which were demolished more than twenty years ago. The Development Site is level and the surrounding buildings are predominantly residential in character with no buildings of historic or architectural significance.
- 2.2 The Order Lands are approximately 2.8 miles east of the City Centre and lie between the disused railway viaduct, Bank Street and Tartan Street where the new Ravensbury Street Community School (primary) is situated.
- 2.3 Given that the owners of the Order Lands cannot be traced, it is not considered likely that the owners of the two subject plots will come forward to negotiate the sale of the Order Lands. Therefore, compulsory purchase appears the most appropriate way to bring the land back into beneficial use and ensure that the objectives of the regeneration of the wider Ben Street scheme can be achieved which in turn will achieve both a qualitative and quantitative gain in housing provision as judged against the housing provision currently existing in the neighbourhood.

3. Scheme

- 3.1 The report of the previous Executive meeting in March 2015 outlined a preferred option of the Council bringing forward and self-funding the development of new homes for market sale. This was reflective of a position based on the market at that time. The report allowed for this position to be reviewed against the housing market over time. The key considerations were delivery, quality and complimenting the existing stock within the regeneration area.
- 3.2 The successful completion of the refurbishments and the ongoing facelifts and streetscape works have provided the environment to enable the new build phase to come forward. In order to support the Council in achieving its affordable housing targets officers have been working with One Manchester, a Registered Provider, to explore the delivery of a 100% affordable scheme on the Development Site. This has culminated in approval by the Residential Growth Board and submission of a full planning application which is currently under consideration by the local planning authority under planning reference 122897/FO/2019 for the delivery of 66 new build no 2, no 3 and no 4 bedroom affordable homes.
- 3.3 One Manchester have board approval and terms for accessing a Homes England grant to support viability for the delivery of the 100% affordable scheme in accordance with the planning application.
- 3.4 The terms of the disposal by the Council of the Development Site to One Manchester is dealt with in Part B of this report.

4. Statement of Reasons

- 4.1 The Statement of Reason attached at **Appendix 2)** which has to be submitted with the Order has been prepared in compliance with the revised guidance from the Department for Housing, Communities and Local Government on Compulsory Purchase process and the Crichel Down Rules, Section 11 preparing a statement of reasons (“the Guidance”).
- 4.2 The Guidance states that the SoR should include information on the following:
- (i) a brief description of the order land and its location, topographical features and present use;
 - (ii) an explanation of the use of the particular enabling power;
 - (iii) an outline of the authority’s purpose in seeking to acquire the land;
 - (iv) a statement of the authority’s justification for compulsory purchase, including reference to how regard has been given to the provisions of Article 1 of the First Protocol to the European Convention on Human rights, and Article 8 if appropriate;
 - (v) a statement justifying the extent of the scheme to be disregarded for the purposes of assessing compensation in the ‘no scheme world’

- (vi) a description of the proposals for the use or development of the land;
- (vii) a statement about the planning position of the order site;
- (viii) information required in the light of Government policy statements where orders are made in certain circumstances;
- (ix) any special considerations affecting the order site, eg. ancient monument, listed building, conservation area, special category land, consecrated land, renewal area, etc.;
- (x) if the mining code has been included, reasons for doing so.
- (xi) details of how the acquiring authority seeks to overcome any obstacle or prior consent needed before the order scheme can be implemented, e.g. need for a waste management licence;
- (xii) details of any views which may have been expressed by a Government department about the proposed development of the order site;
- (xiii) What steps the authority has taken to negotiate for the acquisition of the land by agreement.
- (xiv) any other information which would be of interest to persons affected by the order, e.g. proposals for re-housing displaced residents or for relocation of businesses.
- (xv) details of any related order, application or appeal which may require a coordinated decision by the confirming Minister, e.g. an order made under other powers, a planning appeal / application, road closure, listed building; and
- (xvi) if, in the event of an inquiry, the authority would intend to refer to or put in evidence any documents, including maps and plans, it would be helpful if the authority could provide a list of such documents, or at least a notice to explain that documents may be inspected at a stated time and place

5. Conclusion / Recommendation

- 5.1 Following the successful completion of the refurbishment works and ongoing facelift and streetscaping works being undertaken as part of the Ben Street Project, it is considered that the market conditions are right to bring forward the Development Site for development. Disposing of the Development Site to One Manchester on a long lease will secure the delivery of significant new affordable homes. It will facilitate a capital receipt to both offset the costs of the proposed CPO and contribute to the overall business case for the wider Ben Street Project Investment. The Executive is recommended to support the

disposal of the Development Site for the reasons outlined in this report and under the terms detailed in Part B of this report.

- 5.2 Notwithstanding the acknowledged impact that the CPO will have with regard to some aspects of the Human Rights Act 1998, the benefits identified in the Statement of Reasons present a compelling case in the public interest for making the proposed CPO and compensation will be payable under the statutory compensation code.
- 5.3 The Executive is therefore requested, having regard to the Statement of Reasons, attached at **Appendix 2**, to approve the recommendations outlined at the start of this report to authorise the use of compulsory purchase powers under section 17 of the Housing Act 1985 to ensure the full objectives of the proposals for the redevelopment of the Ilk and Alpine Street development site contained within the recently submitted planning application can be delivered.

6. Implications for Council Policies

Contributing to the Community Strategy

(a) A thriving and sustainable city

The delivery of providing safe and improved accommodation will encourage, young people and graduates, to be attracted to apprenticeships and work placements

(b) A highly skilled city

Working families are a key target market of the new homes to be provided and this initiative will therefore help to attract and retain economically active individuals.

(c) A progressive and equitable city

The planning process of the scheme will encourage residents to get involved and influence decision making for providing safe and improved accommodation along with an improved streetscape

(d) A liveable and low carbon city

The delivery of these homes will increase housing choice within the city and contribute to the availability of neighbourhoods of choice and support growth and ensure that our population can live and work in the city and enjoy a good quality of life.

(e) A connected city

This approach recognises the importance a balanced housing offer plays within a well-connected city and the neighbourhoods within it. It seeks to create neighbourhoods where residents will choose to live and their housing needs and aspirations are met.

7. Key Policies and Considerations

(a) Equal Opportunities

The scheme will bring a substantial amount of construction activity and supply chain management across Manchester, which in turn will create and retain a number of employment, skills and training opportunities for the City's residents.

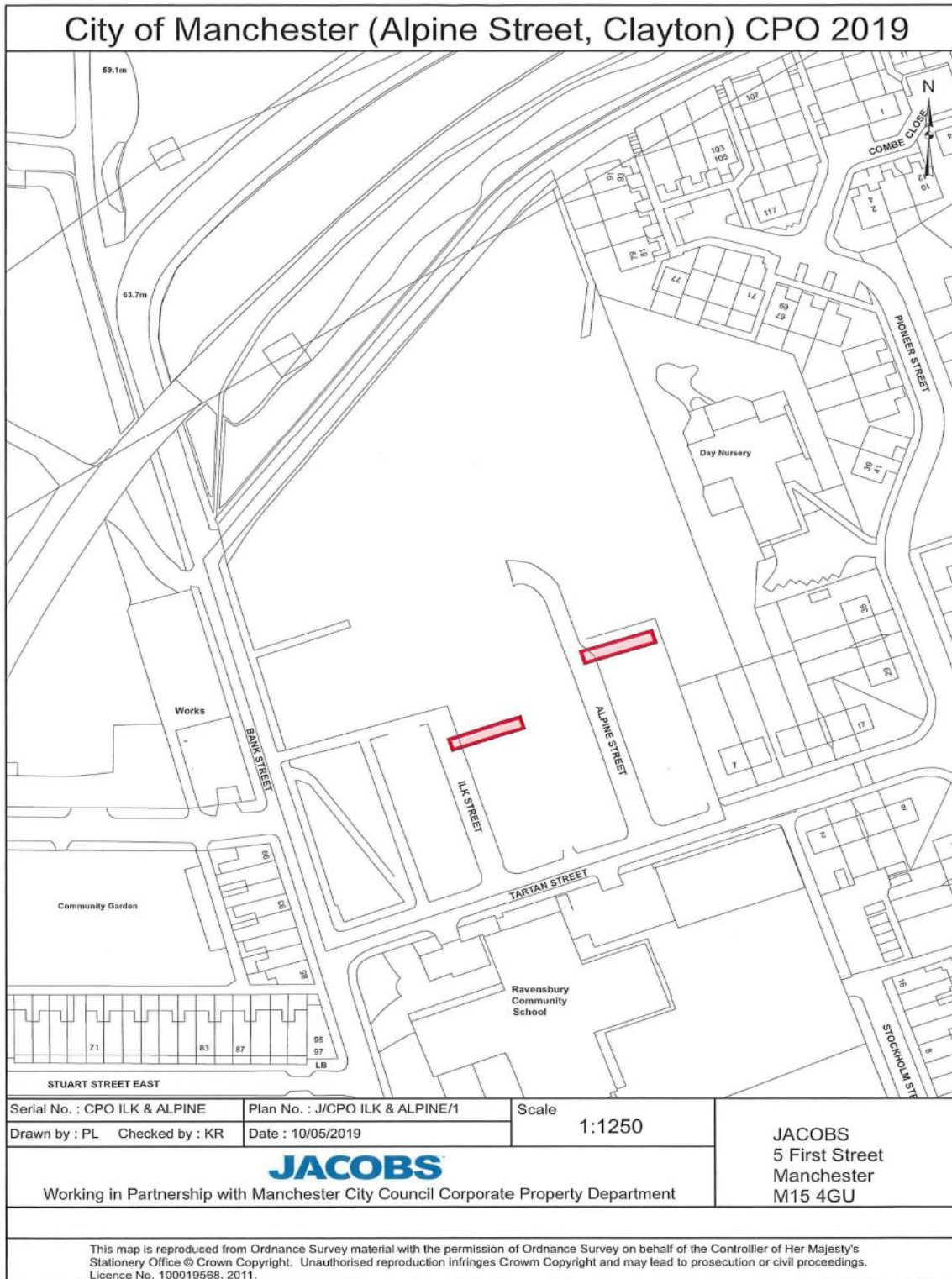
(b) Risk Management

The project governance will comply with the standards set out in the Manchester Method and thereby have robust risk management processes in place

8. Legal Considerations

A representative/s from the City Solicitor's department has advised on legal aspects of the project to date and will sit on the project team and be the lead officer in progressing the CPO and completing the disposal.

Appendix 1: Map of the Order Lands



Appendix 2: Statement of Reasons

MANCHESTER CITY COUNCIL

THE HOUSING ACT 1985

THE ACQUISITION OF LAND ACT 1981

**CITY OF MANCHESTER (20 ILK AND 22 ALPINE STREET,
CLAYTON) COMPULSORY PURCHASE ORDER 2019**

STATEMENT OF REASONS

1. Statement of Reasons for making the Order

- 1.1 The purpose of this statement is to explain to those who may be affected the reasons why the Council of the City of Manchester (the Council) has made this compulsory purchase order (CPO) under the provisions of Section 17 of the Housing Act 1985.

2. Description of the Order lands, Location, Topographical features and present land use and ownership.

- 2.1 The Order Lands are located within Clayton neighbourhood, 3.2 kilometres north east of Manchester city centre and comprise the sites of two former terraced houses shown edged red on the plan attached at Appendix 1. The Order Lands form part of a larger redevelopment site which covers an area of approximately 1.52 hectares (3.76 acres) which is shown edged red on the plan attached at Appendix 2 (“the Development Site”).
- 2.2 The proposed Development Site is bounded by two storey semi-detached houses to the east on Pioneer Street. Ravensbury Community School and Tartan Street define the southern boundary of the site and the large scale building complex National Cycling Centre and Evans Cycles dominate the west edge of the site. Philips Park along River Medlock provide soft edge to the north west of the site.
- 2.3 The Development Site is made up of the sites of 42 former dwelling houses, 1 commercial premises and the site of the former Ravensbury Infant and Primary schools, which were demolished more than twenty years ago. The site is level and the surrounding buildings are predominantly residential in character with no buildings of historic or architectural significance.

3. Use of the enabling Power

- 3.1 Under the provisions of Section 17 (1) (b) of the Housing Act 1985, the local housing authority may acquire houses, or buildings which may be made suitable as houses, together with any land occupied with the houses or buildings.
- 3.2 Under the provisions of Section 17(2), the local housing authority is empowered to acquire land for the purpose of disposing of houses provided, or to be provided, on the land or of disposing of the land to a person who intends to provide housing accommodation on it.
- 3.3 Section 17(3) allows the local housing authority to acquire land by agreement, or they may be authorised by the First Secretary of State to acquire it compulsorily.

- 3.4 Section 17 of the Housing Act 1985 is the appropriate power for the acquisition of the Order Lands as this will facilitate the provision of housing accommodation on the Development Site. It is a condition of the legislation that, if acquired compulsorily, the land is likely to be used for housing accommodation within ten (10) years of the confirmation of the order.
- 3.5 It is the Council's intention to dispose of the Order Lands together with the Development Site to a partner developer. It is anticipated that the land will be brought back into use well within three (3) years of the confirmation of the proposed Order. It is considered that the redevelopment of this vacant site will achieve both a qualitative and a quantitative gain in housing provision as judged against the housing accommodation currently existing in the area.

4. Purpose for acquiring the land

- 4.1 The Council Executive considered a report on the 16 January 2008 in respect of the proposed City of Manchester (Alpine Street, Clayton) Compulsory Purchase Order 2008.
- 4.2 The Executive was requested to authorise the making of a Compulsory Purchase Order under Section 226(1) (a) of the Town and Country Planning Act, 1990 (as amended by S99 of the Planning and Compulsory Purchase Act 2004), and the Acquisition of Land Act 1981, to secure the acquisition of the land and interests not in the Council's ownership.
- 4.3 The proposed order lands in respect of the order contained some **45** residential dwellings all of which were two storey terraced houses. **5** of the houses were in private owner occupation, **5** were owned and managed by Northern Counties Housing Association (Now Guinness Partnership), all of which were void and **1** (which was also void) was owned and managed by Adactus Housing Association. **11** of the dwellings were rented by private owners, 4 of which were void. **22** were purchased by the Council and were also void. There was also **1** commercial property with a residential flat that was used as part of the business premises.
- 4.4 The Council's appointed developer partner at that time proposed a comprehensive redevelopment of the area which would have delivered **58** dwellings in a range of sizes and styles, all aimed at families. There would have been **13** 2 storey 2 bed houses, **30** 2 storey 3 bed houses, **5** 2 storey 3 bed houses, **4** 2 storey 4 bed houses and **6** 1 storey 2 bed bungalows.
- 4.5 However due to the subsequent economic downturn and the collapse of the housing market in 2008 the plans to redevelop the Ilk and Alpine Street area were postponed which in turn led to the proposed 2008 Order not being submitted for confirmation. This was due to concerns in relation to the reduction in land value and the overall viability of the scheme being offered by the developer partner at that time. The Council continued to acquire most of the properties by voluntary agreement. However the owners of two derelict properties (the Order Lands) could not be traced and these two properties

were identified by the Council's Building Control Services as imminently dangerous and so were subsequently demolished under section 79 (1) of the Building Act 1984.

- 4.6 In June 2014 the Council's Executive approved a city wide Residential Growth Strategy ("the Strategy") as a response to the challenging market conditions facing the residential development sector in the city. The aim of the Strategy was to find ways of increasing the pace of new housing delivery to encourage economic growth. The scale of ambition for growth is set out in the Strategy, including houses for open market sale and rent, alongside a package of measures to help to stimulate housing development and deliver attractive and successful neighbourhoods where increasing numbers of people would choose to live. Among the core principles of the Strategy is the important role of good quality, well managed accommodation to rent and the need to introduce new mechanisms to finance and build new housing.
- 4.7. Demand for housing in Manchester and Greater Manchester continues to increase due to household and population growth. Along with the forecast economic and employment growth in the city these factors will continue to generate further need for additional homes, and extended choice of housing type and tenure. Ensuring that the supply of housing meets the demands of a growing, mobile workforce and population is a fundamental requirement of the economic growth of the city. Lack of market access for first time buyers, and lack of finance for development continue to affect the house building industry across the UK.
- 4.8 The Council's Executive subsequently agreed on 18 March 2015 to proposals to deliver a comprehensive regeneration scheme to the wider Ben street area. The proposals consisted of the following elements:
- The acquisition from Guinness Properties and subsequent refurbishment of 64 long term voids which has now been completed;
 - The facelifting of some 213 terraced properties which is currently ongoing;
 - Undertaking streetscape works to improve and connect the external environment within the neighbourhood which is also ongoing; and
 - The development of the Ilk St/Alpine St site for new build quality family homes that would improve the scope of the offer in the area.
- 4.9 Collectively these elements would provide a more sustainable approach to improving the residential area, by improving the scope of the housing offer and lifting the quality of the existing residential offer. The improvements will be

under pinned with a neighbourhood management strategy to improve waste management, community cohesion and resilience.

- 4.10 The proposals for the Order Lands form an essential part of much a larger plan to bring about the redevelopment of the vacant Ilk and Alpine Street site. The acquisition of the Order Lands in order to facilitate the redevelopment of the wider Ilk and Alpine Street area for residential use will achieve both a qualitative and quantities gain in housing provision.

5. Justification for compulsory purchase

- 5.1 With regards to the compulsory purchase order, the Council has considered the issue of the applicability of the Human Rights Act 1998 (HRA), and in particular, Article 1 of the First Protocol, which provides that “Every person is entitled to the peaceful enjoyment of his possessions” and “No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law”.
- 5.2 Article 8 of the Human Rights Act 1998 also provides that “Everyone has the right to respect for his private and family life and his home” and “There shall be no such interference with the exercise of this right except such as is in accordance with the law and necessary in a democratic society for the prevention of disorder or crime, for the protection of health and morals, or for the protection of the rights and freedom of others”.
- 5.3 When considering compulsory purchase order proposals, the local authority has to have regard to the impact the proposals may have in respect of the above Articles. It is expected that the “doctrine of proportionality” will be applied to ensure “that a measure imposes no greater restriction upon a Convention right than is absolutely necessary to achieve its objectives”. Simply put, the interference with the fundamental rights is no more than is reasonably necessary to achieve the legitimate aim being pursued.
- 5.4 Consideration has to be given to the balance between the rights of the absentee owner of the vacant land and the rights of the owners and occupiers of neighbouring houses. To any owner of the vacant land, the land merely represents an asset, which they appear content to neglect. Residents living in adjacent houses have suffered general blight over a prolonged period.
- 5.5 The Order Lands are vacant as the two former dwelling houses were demolished over 8 years ago for the reasons noted above. Attempts were made previously and have been made recently to contact the owners of the Order Lands at their last known address by recorded delivery without success. From the evidence to hand, it would appear that the owner(s) have just not made any effort, or have any proposals, to bring the Order Lands back into beneficial use. Evidence would therefore suggest that the owner(s) have abandoned the land.

5.6 Every effort will continue to be made to acquire the Order Lands on a voluntary acquisition basis should an owner come forward including payment of all reasonable legal and surveyor fees in relation to the voluntary acquisition. The CPO powers are being invoked as a last resort, as the owners are unknown and there appears little alternative if the land is to be brought back into beneficial use. If the Order is confirmed, the dispossessed owner(s) will receive market value compensation for their interests in the Order Lands.

5.7 Having regard to the above, it is considered, on balance, and in the public interest, that the compulsory purchase of the two plots of land, the Order Lands, is the most appropriate way forward.

6. **A statement justifying the extent of the scheme to be disregarded for the purposes of assessing compensation in the no scheme world.**

6.1 The Neighbourhood Planning Act 2017 (Commencement No.2) Regulations 2017 SI No936 came into effect on 22nd September 2017. One of the key provisions of this was the amendment of the Land Compensation Act 1961 to introduce new, sections 6A to 6E. These sections deal with the concept of the 'no scheme world' in relation to valuations for the purposes of compulsory purchase compensation.

6.2 The basic 'no scheme' principal can be summarised as follows. For the purposes of the valuation of the Order Lands, it is assumed that the redevelopment scheme was cancelled on the relevant valuation date, thus creating the 'no scheme' world. Any increase or decrease in the value of the subject land or property which might be caused as a consequence of the scheme being undertaken – or the prospect of it - should be disregarded for the purposes of valuation.

6.3 In considering this particular scheme, we have assessed what factors may have an effect on the value of the properties and what might therefore need to be disregarded for the purposes of valuation. These factors may have a positive or negative effect on the area and thus, possibly, on the value of the subject properties.

6.4 With this particular development scheme, it is the intention of the Council to regenerate the housing market with the construction of 66 new build dwellings subject to planning approval.

6.6 In considering the disregards for this scheme, the effects of the scheme on making an improvement in the area and the rise in property/land values that will accompany those improvements would have to be disregarded when assessing values of those properties/land which may form the subject of this scheme.

6.7 Given the nature and intention of the scheme, it is unlikely that there would be any potential detriment to existing values in the area that would need to be disregarded.

7. **Description of the proposal.**

The proposal is for the delivery of rent to buy and shared ownership residential development comprising a mixture of 2, 3 & 4 bed houses with in-curtilage parking.

The planning application supports the proposed development of 66 no. dwellings divided as follows:

- 23 no. 2 bed / 3 person houses
- 35 no. 3 bed / 4 person houses (2no. house types)
- 8 no. 4 bed / 5 person houses

Parking is provided at a min. 100% in-curtilage.

7.1 **Appearance**

The scheme has been designed to fit within the existing residential context. Simple forms and uniform massing maintains the schemes identity whilst also offering a contemporary approach to housing. In keeping with the surrounding area the new builds are to accommodate tiled pitched roofs and be faced externally in brick.

Deep profile fenestration is provided to all living spaces in order to maximise the solar gain and modern feel. Plot boundaries to the rear are to incorporate 1.8m high close boarded vertical timber board fence to maximise privacy and improve security.

7.2 **Externally:**

The site sits adjacent to the green belt Clayton Vale with views overlooking Philip Park. There is the demand for new quality housing in the area which the proposals seek to address.

It is proposed that the houses are constructed with brick finish which is generally in line with the properties in immediate proximity of the site. Some variation to the front facades is proposed with the contrast brick and stepped feature brick to the upper floor front elevation and feature box-surround to windows of in principle locations and feature gables. Roof tiles generally will be grey (specification and exact colour TBA).

7.3 **Landscaping**

All houses have been provided with amenity space to meet the national guidelines. Trees have been introduced to the front of some properties acting as way-finders from Tartan Street, through the site towards the cycle route to the northern boundary. Gardens to the fronts have been maximised where possible whilst maintaining the desired parking provision in order to reduce the amount of hardstanding following discussions with the planner.

7.4 **Access**

The site is accessible by various means of transport. On foot, by bike, bus and car. The proximity of the site to the existing transport infrastructure allows for straightforward site access.

Residents can commute on foot and by bicycle for shorter journeys and a combination of these with bus, metro link or train from destinations farther afield would help to reduce dependence on car travel. Dedicated in-curtilage parking spaces have been incorporated into the scheme.

All the existing pathways surrounding the site will be retained and integrated within the proposed scheme.

All the residential properties are accessible from the main road and the rear gardens are fenced and gated to provide a secured environment for residents.

8. **Planning and Policy position.**

The Development Plan

8.2 The Development Plan comprises:

- The Manchester Core Strategy Development Plan Document 2012 - 2027 ("the Core Strategy") (Adopted July 2012); and
- The remaining extant policies of the Unitary Development Plan for the City of Manchester ("UDP") (Adopted 1995).

8.3 The Core Strategy is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the UDP as the document that sets out the long term strategic planning policies for Manchester's future development.

8.4 A number of UDP policies have been saved and will remain so until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must of course be decided in accordance with the Development Plan unless material considerations indicate otherwise. In terms of the saved UDP policies, paragraph 215 of the NPPF states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the National Planning Policy Framework.

a) The Unitary Development Plan (UDP) for the City of Manchester (1995)

8.5 The UDP, as noted above, was adopted in 1995 and some of the policies have been saved. Part 1 Policies of particular importance is Citywide Development Control policy DC7.

8.6 Policy DC7.1 relates to New Housing Development and advises that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, whenever this is practicable. All developments containing family

homes will be expected to be designed so as to have safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

b) The Manchester Core Strategy (2012)

- 8.7 Policy SP1 '*Spatial Principles*' outlines the key spatial principles which will guide strategic development in Manchester through to 2027. In particular, the policy places emphasis on the creation of neighbourhoods of choice with the majority of new residential development being accommodated within the regeneration areas of North, East and Central Manchester.
- 8.8 The requirement to provide new family homes within this Clayton regeneration area is an objective supported by policy SP1 of the Core Strategy. This area of Manchester in particular is identified as being part of a regeneration area within policy SP1, and as such all development should have regard to the character, issues and strategy for that area as described in the corresponding Strategic Regeneration Framework.
- 8.9 Policy SP1 goes on to state that development in all parts of the City should:-
Make a positive contribution to neighbourhoods including:-
- Creating well designed places that enhance or create character;
 - Making a positive contribution to the health, safety and wellbeing of residents;
 - Considering the needs of all members of the community;
 - Protect and enhance the built and natural environment.
 - Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
 - Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.
- 8.10 Responding to the need for, and supporting, housing growth, including creating the right type of development to provide housing choice, is also reflected in Objective SO3 and policy H1 '*Overall Housing Provision*'. (p.97 and following) Prioritising previously developed land (99) along with re-using vacant housing, is a priority within policy H1 as is ensuring the right type, size and tenure of the housing.
- 8.11 Policy H1 states that proposals for new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the identified spatial distribution which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). Schemes should make provision for parking cars and bicycles (in line with policy T2); and the need for appropriate levels of sound insulation.
- Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision;
- Prioritise sites which are in close proximity to centres or high frequency public transport routes.
- Take account of any environmental constraints on a site's development (e.g. flood risk)
- Be designed to give privacy to both its residents and neighbours.

8.12 Policy H4 '*East Manchester*' (p.109) states that East Manchester, over the lifetime of the Core Strategy will accommodate around 30% of new residential development, and that priority will be given to family housing and other high value, high quality development where this can be sustained.

8.13 Policy H8 '*Affordable Housing*'(p.116) states that the following requirements for affordable housing or an equivalent financial contribution, as set out in Providing For Housing Choice, or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. These thresholds will be subject to amendment over the lifetime of the Core Strategy to reflect changing economic circumstances. The targets and thresholds will form part of supporting SPD and/or Planning Guidance.

- New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.
- The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.
- Affordable housing units will be inclusively designed to reflect the character of development on the site.

- Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate.
- The Council will also consider the provision of affordable housing which is delivered by taking advantage of other equity based products.

8.14 The objectives of policies SP1, H1, and H4 of the Core Strategy seek to support new housing development and improve the quality of the external environment. Furthermore, policy H8 seeks to deliver housing choice to meet different needs.

8.15 Policy T1 'Sustainable Transport' relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. Policy T2 'Accessible areas of opportunity and need' states that the Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections; is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities.

8.16 EN1 'Design Principles and Strategic Character Areas' - All development in Manchester will be expected to follow the seven principles of urban design listed below and have regard to the strategic character area in which the development is located:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

- 8.17 Policy EN4 'Reducing CO2 emissions by enabling low and zero carbon development' states that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure' states that with the regional centre (which includes the application site) will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies. Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.
- 8.17 EN8 'Adaption to Climate Change' - All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:
- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability,
 - Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways,
 - The need to control overheating of buildings through passive design,
 - The opportunity to provide linked and diverse green space to enhance natural habitats, which will assist species adaptation.

Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.

- 8.18 EN9 'Green Infrastructure' - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.
- 8.19 Policy EN14 'Flood Risk' states that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). Consideration has been given to the surface water runoff from the site and a scheme will be agreed which minimises the impact from surface water runoff.

- 8.20 Policy EN15 'Biodiversity and Geological Conservation' states, amongst other things, that the developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.
- 8.21 Policy EN16 'Air Quality' states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.
- 8.22 Policy EN18 relates to Contaminated Land and Ground Stability and explains that the Council will give priority for the remediation of contaminated land to strategic locations as identified within the Core Strategy. Any proposal for development of contaminated land must be accompanied by a health risk assessment. All new development within former mining areas shall undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them.
- 8.23 Policy EN19 'Waste' requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how waste will be minimised and recycled on site and the sustainable waste management needs of the end user will be met.
- 8.24 Policy DM1 (p.216) outlines the following specific issues:
- Appropriate siting, layout, scale, form, massing, materials and detail;
 - Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
 - Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
 - Community safety and crime prevention.
 - Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
 - Design for health.
 - Adequacy of internal accommodation and external amenity space.
 - Refuse storage and collection.
 - Vehicular access and car parking.
 - Effects relating to biodiversity, landscape, archaeological or built heritage.
 - Green Infrastructure including open space, both public and private.
 - The use of alternatives to peat-based products in landscaping/gardens within development schemes.
 - Flood risk and drainage.

- 8.25 At the heart of the regeneration strategy for this area in Clayton is the need to promote good urban design and a high quality environment and public realm whilst protecting residential amenity is also key. This is promoted within policy DM1 where effects on amenity are required to be considered along with appropriate siting, scale, form, massing and materials and the effect the design has on the local area.

OTHER MATERIAL PLANNING CONSIDERATIONS

a) Providing for Housing Choice SPD and Planning Guidance (2008)

- 8.26 The document was adopted on the 2nd September 2008, and supports the work being carried out within this neighbourhood. It provides that everyone should have the opportunity to live in a decent home; a home they can afford, in an area they want to live in. However large increases in house prices in the city have made it much more difficult for many households to get a foot on the housing ladder. The Affordable Housing strategy is one way of tackling the problem. It means making homes available to people who would otherwise find it hard to buy or rent. It includes housing rented from a public landlord like the council or a not-profit housing association or trust, as well as 'shared ownership' schemes.

b) The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

- 8.27 This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are as follows.
- 8.28 Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

- 8.29 Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- 8.30 Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

c) Manchester Residential Quality Guidance (2016)

- 8.31 The City Council’s Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making. The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.
- 8.32 The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:
 - Make it Manchester;
 - Make it bring people together;
 - Make it animate street and spaces;
 - Make it easy to get around;

- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

d) National Planning Policy Framework (2018)

- 8.33 The revised NPPF was adopted in February 2019. The document states that the ‘purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the ‘objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs’ (paragraph 7). In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).
- 8.34 Section 5 ‘Delivering a sufficient supply of new homes’ states that in order to support the Government’s objective of significantly boosting the supply of homes, ‘it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay’ (paragraph 59). With regards to affordable housing, paragraph 64 states that where major developments are proposed involving the provision of housing, planning policies and decisions should expect at least 10% of homes to be available for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.
- 8.35 Section 8 ‘Promoting Healthy and Safe Communities’ states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 91).
- 8.36 Section 9 ‘Promoting Sustainable Transport’ states that ‘significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health’ (paragraph 103). Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109). Within this context, applications for development should:
- a. give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

- b. address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c. create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d. allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e. be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 110).

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111).

8.37 Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 117). Decisions should support development that makes efficient use of land, taking into account:

- a. the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b. local market conditions and viability;
- c. the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d. the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e. the importance of securing well-designed, attractive and healthy places. (paragraph 122).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

8.38 Paragraph 123 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

- 8.39 Section 12 'Achieving Well Designed Places' states that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 124). Planning decisions should ensure that developments:
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- 8.40 The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (Paragraph 130).
- 8.41 In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).
- 8.42 Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 148).
- 8.43 Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

- 8.44 Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning History

072600/FH/2004/N2 - Single storey rear extension to form kitchen at 10 Alpine Street, Clayton – Approved 06.10.2004

068816/VO/2003/N2 - CITY COUNCIL DEVELOPMENT Refurbishment of council housing including renewal of porches and canopies, new bay windows and new roofs at Clayton Housing Scheme, Clayton – Approved 09.09.2003

063157/FO/NORTH2/01 - Environmental improvements and gating of alleyways with 2.4 m high gates between 4/22 & 1/21, Alpine Street and 2/24, & 1/21, Ilk Street at Alpine Street and Ilk Street, Clayton – Approve 02.11.2001

024875 - Single storey extension at rear of house to form a bathroom at 21, Ilk Street, Clayton – Approve 12.08.1985

024605 - Erection of part single part two-storey extension at rear of two properties and conversion into 4 one-person self-contained flats at 1, Alpine Street and 3,, Tartan Street, Clayton – Refused 31.07.1985

022426 - Single storey extension at rear of house to form a kitchen and bathroom at 21, Ilk Street, Clayton – Approve 16.08.1984

F07443 - Erection of part single part two-storey extension at rear of two properties and conversion into 4 one-person self-contained flats at 82 Bank Street, Clayton – Withdrawn 13.06.1979

9. Information required in light of Governments policies

- 9.1 As of 1/4/2018 there were 228,296 dwellings in the Manchester local authority district. Of these, around 30% are Social Housing and 70% are privately owned. Between 2001 and 2011 our population grew by 19%. The most recent estimate (ONS Mid-Year Estimate 2017) indicates there are now over 545,000 people living in the city in approximately 222,000 households (including multi occupied and student properties).
- 9.2 Manchester has undergone a period of transformational change and a continued economic growth establishing itself as the most important economy in the UK outside London. The city’s ambitions are to build on its track record of regeneration and growth and the population is expected to increase, with the Manchester City Council Forecasting Model (MCCFM predicting that the total population will exceed 615,000 by 2023. The city will need to continue to provide a housing offer that meets the needs of residents who live and work in

Manchester and addresses the current and future diversity of the city. The Councils Residential Growth Strategy identifies a need for at least 25,000 new homes over the next ten years including more family housing across a range of prices to help us sustain popular neighbourhoods which meet the needs of families and provide larger accommodation to meet the increase in family size.

- 9.3 Demand for all types of accommodation has increased, and the city has seen a large reduction in the number of empty homes from 7% to less than 4% in the past ten years with less than 1% being empty long term. The housing stock tends towards smaller property types, around 65% of homes in Manchester are either terraced houses or flats compared with a figure of 47% nationally, therefore limiting choices for larger families choosing to live in the city.
- 9.4 There are currently 14,000 applicants on the Housing Register awaiting rehousing and around 3,000 properties become available for let each year. There are 1,873 social housing units in this area and currently over 4,000 applicants queuing for a home in the Clayton rehousing area of which over 1,100 require 3 or more bedrooms. The availability of family type housing is extremely low in many parts of East Manchester.
- 9.5 The Clayton area suffers from a range of problems most clearly evidenced through the 2015 Index of Multiple Deprivation (IMD) which identifies the Super Output Area (SOA) that contains the Clayton area as the 1,143rd most deprived SOA out of the 32,844 SOA's in England.
- 9.6 During the 2017-18 financial year, 1,222 households were accepted as homeless and in priority need in Manchester and 1,483 were accommodated in temporary accommodation at the end of the financial year.

1 Manchester City Council Forecasting Model, W2015

2 The Manchester Residential Growth Strategy and Action Plan 2016/17

3 Manchester Move Website

4 Land Registry Price Paid Data

5 Home.co.uk

10. Special considerations applying to the Order lands.

- 10.1 There are no special considerations applying to the Order Lands.

11. Mining code

- 11.1 The mining code has not been included

12. Any obstacles or prior consents required

- 12.1 One Manchester, the developer have had discussions with Manchester planning department in respect of the scheme and a detailed planning application will be submitted in the coming weeks.

- 12.2 The proposals require the closure/diversion of a number of roads/rights of way within the Order Lands. Applications (using the appropriate power) will in due course be made for the closure of the highways within the Order Lands as required.

13. Government Views

- 13.1 There are no Government views about the proposed development of the Order Lands.

14. Negotiations with interested parties within the Order Lands

- 14.1 The Order Lands are vacant as the former dwelling houses have been demolished and have been for over 8 years. Attempts were made previously and have been made recently to contact the owners of the two subject plots by sending letters to their last known address by recorded delivery without success. From the evidence to hand, it would appear that the owner(s) of the land have not made any effort, or have any proposals, to bring the land back into beneficial use. Evidence would therefore suggest that the owner(s) have abandoned the land.
- 14.2 If the absent owners come forward prior to confirmation of the Order, the City Council will seek to negotiate the purchase of the house by agreement. The promotion of this Order will not interfere with this process.

15. Consultation with residents and businesses in respect of relocation.

- 15.1 As the Order Lands are vacant, there are no issues regarding re-housing or relocation payments to any occupants.
- 15.2 However, the Council has been engaging with residents and homeowners in the wider area since 2000 on how the area could be improved. Following some initial consultation with local residents the latest regeneration strategy was approved by the Executive in March 2015. Following approval the Council has engaged on a regular basis with all stakeholders up to the present date, including local resident's tenants, landlords, the local school, local ward members and delivery partners.
- 15.3 A public consultation event was held on Wednesday 27th February 2019 at Ravensbury Community School before the formal planning application was submitted. The applicant and design team members were present to meet members of the public to present the proposals and to answer any queries raised.
- 15.4 Prior to the event, flyers invitations were distributed to residents in the surrounding area (as shown on the attached red lined plan) as agreed with Manchester City Council. Over 500 flyers were delivered.
- 15.5 Out of the 500 + recipients of the flyers, 34 local residents and stakeholders were present.

- 15.6 In general, the development proposals were positively received. Attendees recognised the benefits of the new development, what it would bring to the area, accepted the need to do something with the site and the necessity for housing in this area. Those who attended were in favour and 1 against who was concerned about the potential loss of on street parking and natural habitat.

Of those who support the proposals some of the comments received were:

- Good choice of different sizes
- Lots of garden and green space in the design
- It looks great, about time something positive was done with the site
- Good designs
- Lovely development with nice green garden spaces and off road parking
- The current site has needed attention for many years so this scheme is ideal to improve the look of this area
- Sick of fly tipping on the site

16. Public Sector Equality Duty under section 149 of the equality Act 2010(PSED)/ Human Rights Act 1998.

- 16.1 Officers throughout the consultation and delivery process have sought to identify those residents who may require an interpreter or any of the newsletters, letters etc translating including if necessary documents translated into braille for those with sight problems, appointment of an advocate for those people with learning difficulties to ensure that equality of opportunity is provided to all residents affected by the proposals.

17. Related orders, applications, or appeals etc. made under other powers

There are no related orders, applications or appeals in connection with this compulsory purchase order.

18. Documents, Maps, plans or other relevant information in the event of a Local Inquiry.

If objections are lodged against the CPO and a local inquiry is to be held, any relevant information will be provided in due course and arrangements will be made for them to be available for public inspection.

19. Inquiry costs

- 19.1 If objections are lodged against the CPO and a local inquiry is to be held, any award of costs shall be considered and determined in accordance with the advice given Planning Practice Guidance – the award of costs and compulsory purchase and analogous orders.
- 19.2 A successful objector who satisfies the criteria set out in the above mentioned planning guidance will receive an award of costs unless there are exceptional reasons for not doing so. A successful objector may, however, where they have acted unreasonably, have their award of costs reduced. A potential

objector should, however, be aware that a dispute over the valuation of their property, or other compensation connected with the CPO, is not a matter for a Local Inquiry. Such a dispute will be dealt with by the Lands Tribunal.

20. Financial ability of the Council and/or the developer to carry out the proposed development of the Order Lands

- 20.1 The Council has identified sufficient funds from its own resources, to meet the costs associated with acquiring the Order Lands and other compensable interests within the Order Lands.
- 20.2 The acquired interests along with MCC interest will then be disposed of to One Manchester. One Manchester intend to ensure that the land is developed in accordance with the planning application with reference 122897/FO/2019.
- 20.3 One Manchester is a registered provider of housing and community services. Formed in April 2015 from an historic merger between two of Manchester's largest housing associations – City South and Eastland's Home. They currently own and manage more than 12,000 homes in central, south and east Manchester and the City Council is satisfied that it has sufficient funds to deliver the proposed redevelopment.

21. Conclusion

- 21.1 The Council believes that for the reasons set out in this Statement of Reasons there is a compelling case in the public interest to justify the making of the Order

22. Compulsory Purchase (Inquiries Procedure) Rules 2007

This Statement of Reasons is not intended to be the Statement of Case referred to in Rule 7 of the Compulsory Purchase (Inquiries Procedure) Rules 2007 and a further statement will be sent at the appropriate time to all persons who object to the Order.

Appendix 1: Statement of Reasons: Order Lands Plan



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**Manchester City Council
Report for Resolution**

Report to: Resources and Governance Scrutiny Committee – 18 June 2019
Executive – 26 June 2019

Subject: Strategic Acquisitions in the Northern Gateway

Report of: Strategic Director (Development)

Summary

This report summarises the context and benefits associated with the provision of a commercial loan facility to Far East Consortium International Limited (FEC) to support strategic land acquisition as part of the Northern Gateway programme. Commercially sensitive content, including the draft Heads of Terms is included within the Part B report attached to this agenda item.

Recommendations

The Resources and Governance Scrutiny Committee is invited to comment on the report and endorse the recommendations to the Executive as detailed below.

The Executive is recommended to: -

1. Note the content of this report and the proposed approach to facilitating strategic land acquisitions within the Northern Gateway SRF area.
2. Note that the proposals to provide a term loan Facility to Far East Consortium the details of which are set out in the separate Part B Report.

Wards Affected

Piccadilly; Cheetham; Harpurhey; Miles Platting and Newton Heath

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	The Northern Gateway will expand the city centre in a northern direction establishing sustainable mixed-use neighbourhoods including new jobs and employment opportunities.
A highly skilled city: world class and home grown talent sustaining the city's economic success	The Northern Gateway will provide direct employment opportunities and also meet the demand for housing from residents who wish to live close to the skilled employment opportunities located in and around the Regional Centre.
A progressive and equitable city:	Development of the Northern Gateway offers the

making a positive contribution by unlocking the potential of our communities	potential to deliver on the objectives of the Manchester Residential Growth Strategy and meet the growing demand for high quality new housing in the City.
A liveable and low carbon city: a destination of choice to live, visit, work	The Northern Gateway development opportunities will support the delivery of new residential developments using state of the art technologies and low carbon construction methods.
A connected city: world class infrastructure and connectivity to drive growth	The master-planning of new neighbourhoods within the Northern Gateway will include traffic and transport planning, ensuring that various modes of transport (car, bus, rail, Metrolink, cycle, and walk) are provided for.

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

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

There are no immediate revenue consequences at this stage of the process.

Financial Consequences – Capital

As part of the Council's Capital Programme budget 2017-2022, £25m has been allocated to promote residential growth in the Northern Gateway through land assembly and the provision of core infrastructure. This funding will be utilised alongside capital investment capability generated by the Housing Revenue Account to partly fund an initial phase of development activity in Collyhurst. Detailed funding proposals, for the release of all capital expenditure, will be subject to approval through the Capital Strategy checkpoint process.

Contact Officers:

Name: Eddie Smith
 Position: Strategic Director, Development
 Telephone: 0161 234 3030
 E-mail: e.smith@manchester.gov.uk

Name: Carol Culley
 Position: Deputy Chief Executive and City Treasurer
 Telephone: 0161 234 3530
 E-mail: c.culley@manchester.gov.uk

Name: Fiona Ledden
Position: City Solicitor
Telephone: 0161 234 3087
Email: f.ledden@manchester.gov.uk

Background documents (available for public inspection):

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

- Northern Gateway: Implementation and Delivery, Executive, 13 February 2019
- Northern Gateway Strategic Regeneration Framework, Executive, 13 February 2019
- Residential Growth Strategy: Action Plan Update, Economy Scrutiny Committee, 9 January 2019
- Manchester's Affordable Housing Strategy - Proposed New Affordable Housing Policies for The Council, Executive, 12 December 2018
- Northern Gateway Draft Strategic Regeneration Framework Update, Executive, 25 July 2018
- The Northern Gateway - Progress Update, Executive, 7 March 2018
- The Northern Gateway – Driving Forward Residential Growth, Executive, 8 March 2017
- Northern Gateway – Driving Forward Residential Growth on the Northern Edge of the City Centre, Executive, 9 September 2015
- Manchester Residential Growth Strategy and Action Plan 2016/17, Executive, 2 March 2016

1.0 Introduction

- 1.1 Manchester City Council entered into a Joint Venture (JV) with the Far East Consortium (FEC) in April 2017 for the comprehensive redevelopment of the Northern Gateway for housing and ancillary development. As part of the delivery arrangements, the Council and FEC established a JV company, Northern Gateway Operations Limited (OpCo), to have strategic input into and oversight of the development of the Northern Gateway.
- 1.2 On 13 February 2019, the Executive formally approved the SRF for the Northern Gateway, a 155 Hectare land area made up of the adjacent neighbourhoods of New Cross, the Lower Irk Valley and Collyhurst and where the opportunity exists to deliver up to 15,000 new homes over a 15 - 20 year period.
- 1.3 In advance of this major milestone being reached the JV has been preparing an infrastructure strategy with a specific emphasis on unlocking development sites over an initial 5-year period. Work is also nearing conclusion on the production of a Strategic Business Plan, including detailed financial modelling, which will be used to guide investment and underpin the sequencing of development.
- 1.4 A key component to all of this is a clear strategy with regards to land assembly. As part of the JV agreement FEC will, as the appointed Development Manager, be required to assemble further sites for development. It is critical to the JV that the Partnership owns a sufficient area of land to ensure that coherent development plots can be identified and a series of initial planning applications are prepared and submitted as soon as possible.

2.0 Commercial Loan Proposal

- 2.1 There are some areas within the Northern Gateway area, most notably within the Phase 1 development area, where the JV partners will be seeking to make strategic land acquisitions to facilitate comprehensive development activity. FEC have already acquired two sites within the area since formation of the JV and Heads of Terms have been agreed for a third large site.
- 2.2 Given the potential upfront costs associated with acquiring sites for future development, the parties have explored opportunities for a co-investment arrangement. It is proposed that co-investment in land assembly will be in the form of a commercial loan set at a rate of interest acceptable to both parties and which would be State Aid compliant.
- 2.3 The co-investment in land assembly via a fully recoverable commercial loan provides the following benefits:
 - Significant land assembly can be acquired in the Lower Irk Valley and New Cross in order to fully realise the Northern Gateway opportunity and deliver the level of housing growth anticipated;

- Co-investment will provide confidence to our JV partner, especially given the long term approach that they will need to take to generating commercial returns;
- Co-investment will allow FEC to stretch their own capital outlay further, supporting a range of other activities associated with delivering the Northern Gateway vision;
- The outlay secures developable sites which stands to benefit the Council financially in accordance with the “waterfall” terms of the JV Agreement;
- The alternative approach to land assembly is that the Council buys sites itself and passes them into the JV at a time when FEC are able to develop them. This will be a more expensive and riskier option, as land values could fall in the interim, plus we would have to bear holding costs.
- The loan enables the Council’s capital commitment to be ‘go further’ as it will be recovered (with interest) and can be recycled back into other Northern Gateway workstreams;

2.4 The loan would be expected to be provided on a maximum loan-to-value rate of 50% with the Council having first charge on the land in order to protect its position and with a parent company guarantee provided by FEC. The loan would be funded through the £25m allocated to Northern Gateway activity as part of the 2017-2022 Capital Strategy. The loan approach has the potential to facilitate delivery of the same, if not greater, quantity of new homes at considerably lower risk, than if the Council were to acquire the land directly.

2.5 To ensure that the JV can make progress in implementing development activity, aligned to the projected infrastructure interventions, land acquisitions must move at pace. This will allow FEC to submit a planning application and start on site with the first development in 2019/20.

3.0 Concluding Remarks

3.1 The provision of a commercial loan facility to support the acquisition of additional sites for the purposes of bringing forward comprehensive development and regeneration of the Northern Gateway is considered to be a sensible option for the reasons as set out above.

3.2 Commercially sensitive content, including the draft Heads of Terms, is included within the Part B report attached to this agenda item.

4.0 Contributing to the Our Manchester Strategy

4.1 (a) A thriving and sustainable city

The Northern Gateway will expand the City Centre in a northern direction establishing sustainable mixed-use neighbourhoods including new jobs and employment opportunities.

4.2 (b) A highly skilled city

The Northern Gateway will provide direct employment opportunities and also meet the demand for housing from residents who wish to live close to the skilled employment opportunities located in and around the Regional Centre.

4.3 (c) A progressive and equitable city

Development of the Northern Gateway offers the potential to deliver on the objectives of the Manchester Residential Growth Strategy and meet the growing demand for high quality new housing in the city.

4.4 (d) A liveable and low carbon city

The Northern Gateway development opportunities will support the delivery of new residential developments using state of the art technologies and low carbon construction methods.

4.5 (e) A connected city

The development of new neighbourhoods within the Northern Gateway will include traffic and transport planning ensuring that various modes of transport (car, bus, rail, Metrolink, cycle, and walk) are provided for.

5.0 Key Policies and Considerations

5.1 (a) Equal Opportunities

A key aim of the Northern Gateway is to deliver residential led development providing a significant number of high quality homes and alongside commercial development. This will both meet increasing levels of demand for housing within the regional hub and create new city centre employment opportunities.

5.2 (b) Risk Management

The risks associated with the project will be managed by the Strategic Development Team using the Manchester Method Project Management methodology. Risks will be escalated and decisions made in accordance within the agreed governance structure.

5.3 (c) Legal Considerations

The Council's legal team will continue to support and advise the project team. All activity, including the development of the commercial loan facility agreement and the implementation of initial phases of delivery in the Northern Gateway SRF area will include full input and support from representatives of the City Solicitor, augmented by external legal advice as and when necessary to ensure that arrangements are put in place which sufficiently protect the Council, and comply with all legislative requirements.

**NOTICE OF DECISIONS AGREED AT THE GMCA MEETING
HELD ON 1 MARCH 2019**

PRESENT:

Greater Manchester Mayor	Andy Burnham (In the Chair)
Bolton	Councillor Linda Thomas
Bury	Councillor Rishi Shori
Manchester	Councillor Richard Leese
Oldham	Councillor Sean Fielding
Rochdale	Councillor Allen Brett
Salford	City Mayor Paul Dennett
Stockport	Councillor Alex Ganotis
Tameside	Councillor Brenda Warrington
Trafford	Councillor Andrew Western
Wigan	Councillor David Molyneux

OTHER MEMBERS IN ATTENDANCE:

Manchester	Councillor Angeliki Stogia
Rochdale	Councillor Janet Emsley
Rochdale	Councillor Sara Rowbotham
TfGMC	Councillor Mark Aldred

OFFICERS IN ATTENDANCE:

GMCA – Chief Executive	Eamonn Boylan
GMCA - Deputy Chief Executive	Andrew Lightfoot
GMCA – Monitoring Officer	Liz Treacy
GMCA – Treasurer	Richard Paver
Office of the GM Mayor	Kevin Lee
Bolton	Tony Oakman
Bury	Geoff Little
Oldham	Helen Lockwood
Manchester	Joanne Roney
Rochdale	Steve Rumbelow
Salford	Jim Taylor
Stockport	Pam Smith
Tameside	Ian Saxon
Wigan	Alison McKenzie-Folan
TfGM	Simon Warburton
GMCA	Julie Connor
GMCA	Simon Nokes
GMCA	Claire Norman
GMCA	Jamie Fallon
GMCA	Nicola Ward

1. APOLOGIES

Apologies were received and noted from Carolyn Wilkins (Helen Lockwood attending) and Steven Pleasant (Ian Saxon attending).

2. CHAIR’S ANNOUNCEMENTS AND URGENT BUSINESS

There were no Chair’s announcements or urgent business items.

3. DECLARATIONS OF INTEREST

There were no declarations of interest received in relation to any item on the agenda.

4. MINUTES OF THE GMCA MEETING HELD ON 15 FEBRUARY 2019

RESOLVED/-

That the minutes of the meeting of the GMCA held on 15 February 2019 be approved as a correct record.

5. GMCA OVERVIEW AND SCRUTINY COMMITTEES – FEBRUARY 2019

RESOLVED/-

1. That the minutes of the Economy, Business Growth and Skills Overview and Scrutiny Committee held 8 February 2019 be noted.
2. That the minutes of the Corporate Issues & Reform Overview and Scrutiny Committee held 12 February 2019 be noted.
3. That the minutes of the Housing, Planning & Environment Overview and Scrutiny Committee held 14 February 2019 be noted.

6. HOMELESSNESS – PROPOSAL TO ALLOCATED FUNDING TO LOCAL AUTHORITIES FOR PROVISION OF THE A BED EVERY NIGHT PROGRAMME (KEY DECISION)

RESOLVED/-

1. That the costs and proposed existing contributions to be made by Greater Manchester Local Authorities be noted.
2. That authority be delegated to the GMCA Treasurer to allocate funding to local providers to cover approved and specified costs incurred in the ‘A Bed Every Night’ programme, where these costs have been assessed and approved by each Greater Manchester Local Authority and confirmed by GMCA.
3. That that the allocation of £1m from the Trailblazer funding to be utilised to deliver Hub provision under the ‘A Bed Every Night’ programme be approved and that it be noted and agreed that Mayor would allocate £1.1m from the Mayoral Priority budget.

4. That it be noted and agreed that the Mayor make grants to Greater Manchester Local Authorities on the basis outlined in section 3.9 of this report, and that authority be delegated to the GMCA Treasurer to allocate funding to cover approved and specified costs.
5. That the proposal to extend the delivery of the 'A Bed Every Night' programme initially until 30th April 2019, be approved, pending further discussions to secure a long-term funding platform and that it be noted that the Mayor of Greater Manchester has allocated up to £250k from the 2019/20 Mayoral Priorities budget and an equal sum from Police & Crime Commission resources.
6. That the proposal to utilise £745k of funding from the Trailblazer programme to Manchester City Council for the development of the Longford Centre as a cross-boundary Hub, fulfilling Theme 2 of the Trailblazer programme be agreed.
7. That the slides, which detail the findings of Dame Louise Casey, be circulated to members of the GMCA.
8. That thanks be recorded to the voluntary and faith sector along with Greater Manchester Local Authorities for their support and dedication to the 'A Bed Every Night' programme.

7. CLEAN AIR PLAN – OUTLINE BUSINESS CASE

RESOLVED/-

1. That it be noted that the Greater Manchester Local Authorities were working together to address nitrogen dioxide exceedances at the roadside and that it is predicted that there will be 250 points of exceedance across 152 road links and all ten local authority areas in 2021.
2. That it be noted that Government required Greater Manchester to undertake a feasibility study and as part of that study, to submit an Outline Business Case (OBC) by the end of March 2019.
3. That it be noted that further stakeholder engagement and public consultation was an essential element of the process to help inform and refine ongoing work to produce a Final Business Case by the end of the calendar year.
4. That it be noted that significant financial support from Government would be required to deliver the measures described in the OBC in a way that contributes to GMCA's wider economic, social and environmental objectives.
5. That the GMCA commend to all Greater Manchester Local Authorities both the collaborative approach adopted to meet Greater Manchester's NO2 challenge and the key features of the OBC, as set out in this report, noting that the

decision-making with regard to the OBC was for each constituent Local Authority to undertake.

6. That Greater Manchester's clear expectation of Government be reconfirmed in place in support of this plan as follows:
 - a) Clear arrangements and funding to develop workable, local vehicle scrappage / upgrade measures
 - b) Short term effective interventions in vehicle and technology manufacturing and distribution, led by national Government with local authorities
 - c) Replacement of non-compliant buses
 - d) A clear instruction to Highways England with regard to air pollution from the strategic highway network in Greater Manchester
7. That thanks be recorded to officers at TfGM and the Local Authorities for their support to Cllr Alex Ganotis in the work to date to deliver the Clean Air Plan Outline Business Case.

8. GREATER MANCHESTER 5 YEAR ENVIRONMENT PLAN (KEY DECISION)

RESOLVED/-

1. That the content of the draft Plan be noted.
2. That authority be delegated to the Chief Executive of GMCA, in consultation with Cllr Alex Ganotis, the Portfolio lead for Green City Region, to make any further amendments to the draft Plan in advance of the Green Summit on 25th March
3. That it be agreed that the draft Plan would be published for the Green Summit on 25 March, with a final version submitted to the GMCA on 29 March 2019 for approval.

9. URBAN INNOVATIVE ACTION – 'IGNITION PROJECT' CONTRACTING WITH EUROPEAN COMMISSION – REQUEST FOR APPROVAL (KEY DECISION)

RESOLVED/-

1. That the projects background, outputs and opportunities, costs and risk management and mitigation measures be noted.
2. That authority be delegated to the Chief Executive of the Combined Authority, in consultation with Cllr Alex Ganotis as the Portfolio Lead for Green City Region, to finalise the arrangements for implementing this project, including awarding the project partners (Annex 01) funding as outlined in Annex 2.

3. That authority be delegated to the GMCA Treasurer to enter into the grant agreement with the EU before the end of March 2019.
4. That authority be delegated to the GMCA Monitoring Officer to put in place all necessary legal documentation to implement the project, including the relevant 'back to back' contracts with partners as outlined in para 3.2.

10. TOWN CENTRE CHALLENGE: FUTURE HIGH STREETS FUND PROSPECTUS (KEY DECISION)

RESOLVED/-

1. That the report be noted.
2. That GMCA agree to support the proposed bids outlined in Section 6 and Appendix 1.
3. That an update on the outcome of the bids be submitted to a future meeting of the GMCA.

11. GREATER MANCHESTER FULL FIBRE PROGRAMME – IMPLEMENTATION (KEY DECISION)

RESOLVED/-

1. That an investment of £1.46M capital from GMCA (Fire & Rescue Service) and £3.384M capital from GMCA (TfGM Urban Traffic Management Control) be approved.
2. That all GM Local Authority partners be requested to make provision for their respective capital investment commitments before the end of March 2019, with formal financial approvals in place before the contracts were awarded in July 2019. Noting that this capital investment was in place of revenue costs for connectivity over a minimum of 20 years.
3. That all GM Local Authority partners be requested to ensure that local project and contract management support was in place for the programme.
4. That it be noted that following the procurement exercise, the £20.465m Department for Digital, Culture, Media & Sport (DCMS) grant for Local Full Fibre Network (LFFN) would be allocated between the GM Local Authorities and the GMCA to maximise full fibre site coverage across each GM Local Authority and GMCA agreement will be sought to the final grant allocations.
5. That the allocation of £835,000, from the DCMS LFFN grant, to Manchester City Council for Public Building Service Upgrade be agreed.

6. That the proposed approach to procurement and contract management be agreed, namely that:
- The GMCA will be the Framework Authority and will contract directly with the supplier for the delivery of its network connectivity for UTMC assets and Fire and Rescue Service sites.
 - The GM Prospectus is put in place by July 2019 which is a joint agreement by local authorities and the GMCA to adopt common processes and criteria to utilities infrastructure delivery to minimise barriers to investment and reduce roll out costs of utilities works across GM.
 - Participating Local Authorities and the GMCA are requested to agree, and be party to, the Inter Authority Agreement to formalise their participation in the GM Full Fibre Programme and secure Government (DCMS) LFFN grant funding.
7. That authority be delegated to GMCA Treasurer, in consultation with the Cllr Andrew Western, Portfolio Lead for Digital City Region, to approve the selection of up to 2 providers under single supplier framework contracts, to be used by the GMCA and also each participating Local Authority to enter into a contract in their own right for their locality.
8. That the authority be delegated to the GMCA Monitoring Officer to put in place appropriate legal and Inter Authority Agreements.
9. That it be noted that Clinical Commissioning Group assets were no longer part of this project, having secured fibre infrastructure via an alternative route.

12. GREATER MANCHESTER GOOD EMPLOYMENT CHARTER (KEY DECISION)

RESOLVED/-

1. That the model for the GM Good Employment Charter, as set out in the paper, be agreed.
2. That it be agreed that when the detailed work on implementation was complete, a further paper will be submitted to the GMCA, with full revenue implications and identifying funding sources, which could include a limited amount from retained Business Rates as a short term funding source.

13. WORKING WELL (SPECIALIST EMPLOYMENT SUPPORT) (KEY DECISION)

RESOLVED/-

1. That the £4m funding package, as detailed in section 5 of the report be noted, and that it be agreed that the GMCA to proceed with the procurement of the Working Well: Specialist Employment Service.
2. That authority be delegated to the GMCA Chief Executive and GMCA Treasurer, in consultation with the Chief Executive Portfolio Lead for Education, Skills, Work and Apprenticeships, to take all necessary steps to procure the service.
3. That thanks be recorded to Cllr Sean Fielding for the work undertaken to take the Working Well Programme to this next stage.

14. NORTHERN AND TRANSPENNINE EXPRESS RAIL PERFORMANCE

RESOLVED/-

1. That the report be noted.
2. That the Mayor would take comments regarding the continued unsatisfactory performance of the rail network to the next meeting of Transport for the North.

A link to the full agenda and papers can be found here:

<https://www.gmcameetings.co.uk/meetings/meeting/659/greater-manchester-combined-authority>

This decision notice was issued Wednesday 6 March 2019 on behalf of Eamonn Boylan, Secretary to the Greater Manchester Combined Authority, Churchgate House, 56 Oxford Street, Manchester M1 6EU. The deadline for call in of the attached decisions is 4.00pm on Wednesday 13 March 2019.

Call-In Process

In accordance with the scrutiny procedure rules, these decisions would come into effect five days after the publication of this notice unless before that time any three members of the relevant Overview and Scrutiny Committee decides to call-in a decision.

Members must give notice in writing to the Chief Executive that they wish to call-in a decision, stating their reason(s) why the decision should be scrutinised. The period between the publication of this decision notice and the time a decision may be implemented is the 'call-in' period.

Decisions which have already been considered by an Overview and Scrutiny Committee, and where the GMCA's decision agrees with the views of the Overview and Scrutiny Committee may not be called in.

**NOTICE OF DECISIONS AGREED AT THE GMCA MEETING
HELD ON 31 MAY 2019**

PRESENT:

Greater Manchester Mayor	Andy Burnham (In the Chair)
Bolton	Councillor David Greenhalgh
Manchester	Councillor Richard Leese
Oldham	Councillor Sean Fielding
Rochdale	Councillor Allen Brett
Salford	City Mayor Paul Dennett
Stockport	Councillor Elise Wilson
Tameside	Councillor Brenda Warrington
Trafford	Councillor Andrew Western
Wigan	Councillor David Molyneux

OTHER MEMBERS IN ATTENDANCE:

Manchester	Councillor Angeliki Stogia
Rochdale	Councillor Janet Emsley
Tameside	Councillor Leanne Feeley
Wigan	Councillor Peter Smith

OFFICERS IN ATTENDANCE:

GMCA – Chief Executive	Eamonn Boylan
GMCA - Deputy Chief Executive	Andrew Lightfoot
GMCA – Monitoring Officer	Liz Treacy
GMCA – Treasurer	Richard Paver
Office of the GM Mayor	Kevin Lee
Bolton	Sue Johnson
Bury	Geoff Little
Oldham	Rebekah Sutcliffe
Manchester	Joanne Roney
Rochdale	Steve Rumbelow
Salford	Ben Dolan
Stockport	Pam Smith
Tameside	Ian Saxon
Wigan	Alison McKenzie-Folan
GM HSCP	Jon Rouse
Growth Company	Mark Hughes
GMCA	Julie Connor
GMCA	Simon Nokes
GMCA	Claire Norman
GMCA	Sylvia Welsh
GMCA	Nicola Ward

<u>BOLTON</u>	<u>MANCHESTER</u>	<u>ROCHDALE</u>	<u>STOCKPORT</u>	<u>TRAFFORD</u>
<u>BURY</u>	<u>OLDHAM</u>	<u>SALFORD</u>	<u>TAMESIDE</u>	<u>WIGAN</u>

1. APOLOGIES

RESOLVED/-

That apologies were received from Steven Pleasant, Chief Executive Tameside Council and Tony Oakman, Chief Executive Bolton Council.

2. CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS

RESOLVED/-

1. That the GMCA and Mayor of GM formally welcome Councillor Elise Wilson, Leader of Stockport Council and Councillor David Greenhalgh, Leader of Stockport Council, as members of the GMCA.
2. That the GMCA and Mayor of GM record their thanks to Councillor Linda Thomas and Councillor Alex Ganotis for their contributions to GM.
3. That the GMCA record its gratitude to all staff at Manchester City Council for the organisation of the respectful commemorative events in recognition of the second anniversary of the Manchester Arena attack.

3. DECLARATIONS OF INTEREST

RESOLVED/-

That there were no declarations received in relation to any item on the agenda.

4. MINUTES OF THE GMCA MEETING HELD ON 29 MARCH 2019

RESOLVED/-

1. That the minutes of the GMCA meeting held on 29 March 2019 be approved as a correct record.
2. That it be noted that the letter to Government seeking an urgent reassessment of funding for frontline fire and rescue services would be sent imminently.

5. GMCA RESOURCES COMMITTEE - MINUTES OF THE MEETINGS HELD ON 29 MARCH 2019 & 31 MAY 2019

RESOLVED/-

That the minutes of the meetings of the GMCA Resources Committee held on 29 March 2019 and 31 May 2019 be approved and more specifically, the recommendations of the Committee relating to the Combined Chief Executive Officer – GMCA and TfGM be approved as follows:

1. That the combined role description for the Chief Executive Officer approved.
2. That the salary recommendation for the combined Chief Executive Officer role of £220,000 be approved, payable from the date of taking up the appointment.
3. That it be agreed that the new joint role include the statutory responsibilities of Director General TfGM.
4. That it be noted that savings in the region of £280,000 will be achieved through the implementation of this proposal.

6. GREATER MANCHESTER LOCAL ENTERPRISE PARTNERSHIP - MINUTES OF THE MEETING HELD ON 20 MAY 2019

RESOLVED/-

That the minutes of the Greater Manchester Local Enterprise Partnership held on 20 May 2019 be noted.

7. GMCA HOUSING, PLANNING & ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE – MINUTES OF THE MEETING HELD ON 11 APRIL 2019

RESOLVED/-

That the minutes of the GMCA Overview & Scrutiny Committees held on 11 April 2019 be noted.

8. GREATER MANCHESTER SERVICE FOR CHILDREN PROGRAMME

RESOLVED/-

1. That the progress made on the GM Children's Programme of work following the announcement of £7.43m DfE funding be noted.
2. That the launch of the GM Children and Young People's Plan 2019-2022 be endorsed.
3. That grants for £330,000 (Wigan Council to support for foster carers) and £160,000 (Salford Council to support a review of brokerage/placement models for Looked After Children) be approved.
4. That the work of Charlotte Ramsdem, in coordinating the work of the Children's Programme be recognised.

5. That Oldham Council be invited to share further details on the care leaver prescription policy change with GMCA, with a view to assessing the potential to expand the policy across GM.

9. UPDATE ON ADDITIONAL FUNDING FOR THE ROUGH SLEEPING INITIATIVE PROGRAMME

RESOLVED/-

1. That the success of the bid to secure additional funding to tackle rough sleeping in Greater Manchester be acknowledged.
2. That the allocation of additional funding to districts at the following levels be agreed – Bolton MBC £83,375, Bury MBC £50,025, Oldham MBC £33,350, Stockport MBC £33,350, Rochdale MBC £33,350, Trafford MBC £33,350, in addition to further awards of £25,000 each to Trafford MBC and Stockport MBC for provision of personalisation funding.
3. That the retention of £40,000 by GMCA for the employment of a Co-ordinator and £150,000 for the commissioning of Dual Diagnosis support be approved.
4. That authority be delegated to the Treasurer of the GMCA to vary allocations where required, in consultation with the Mayor of GM.
5. That the GMCA support the proposed recruitment process which has been agreed between officers, the GMCA and MHCLG.
6. That the GMCA record its thanks to Government for the funding to support the Rough Sleeping Initiative, which was already seeing positive outcomes for each of the GM districts, recognising the support it has provided to the current the Housing First offer.

10. GREATER MANCHESTER GOOD EMPLOYMENT CHARTER

RESOLVED/-

1. That the allocation of funding from retained Business Rates for the implementation of the Charter at a cost of £230,000 per year for three years from 2019-2020 be agreed.
2. That GMCA record its thanks to Councillor Richard Leese and the team at the GMCA for their work in developing the Good Employment Charter which has already seen substantial commitments made from businesses due to a co-design approach to its development.

11. JUSTICE DEVOLUTION REFRESH

RESOLVED/-

1. That the progress made towards the Justice Devolution refresh be noted and the MoU in anticipation of the formal launch on the 31 May be acknowledged.

2. That the announcement by Government to review the proposals for probation services, in particular the potential for GM to be considered as a region in its own right be noted.

12. GREATER MANCHESTER SKILLS CAPITAL 2017 – 2020 PROGRAMME UPDATE: OLDHAM COLLEGE & BURY COLLEGE

RESOLVED/-

1. That the funding application for a total project cost £8,950,000, with a skills capital funding request of £6,950,000 by Oldham College be granted conditional approval and progress to due diligence.
2. That the re-commencement of Bury College Skills Capital be noted, recognising the total project cost of £6,745,782 with a skills capital grant of £2,250,000.
3. That authority be delegated to the GMCA Treasurer and GMCA Monitoring Officer to review the due diligence information and, subject to their satisfactory review and agreement of the due diligence information and the overall detailed commercial terms of the transactions, to sign of any outstanding conditions, issue final approvals and complete any necessary related documentation in respect of the grant at 1) and 2) above.
4. That the GMCA agree to launch the remaining Skills Capital allocation for a final round, details to be submitted to the GMCA in due course.
5. That it be noted that the increase of retro-fitting existing properties may provide a further training and employment opportunity for students under taking the advanced construction courses at Oldham College.

13. WILLIAMS REVIEW AND RAIL PROSPECTUS

RESOLVED/-

1. That the submission to the Williams Review of Rail to meet the review submission deadline of 31 May 2019 be approved.
2. That the emerging vision for GM rail as part of a city region integrated transport system be noted.
3. That it be noted the station at Hattersley in Tameside had been included in the list of stations (in paragraph 3.18 of the document) requiring significant changes.

14. NORTHERN AND TRANSPENNINE EXPRESS RAIL PERFORMANCE

RESOLVED/-

1. That the performance report be noted.

2. That it be noted that the Mayor of GM, together with the Mayor of Liverpool City Region had called for the termination of the current rail franchise arrangements following the failure to deliver adequate rail services.

15. TFGM EXECUTIVE BOARD MEMBERSHIP

RESOLVED/-

1. That the options considered in relation to the membership of the TfGM Executive Board, as set out in the report, be noted.
2. That the appointment of the GMCA Treasurer as an ex-officio member of the TfGM Board be approved.
3. That the extension of the appointments of Non-Executive Directors, Mr Edward Pysden and Mr Les Mosco for 1 year and 2 years respectively, as set out in Option B be approved.
4. That the recruitment of an additional Non-Executive Director, to replace the recently retired Non-Executive Advisor, as set out in Option D of the report, be approved.
5. That the GMCA record its thanks to the current TfGM's Non-Executive Board Directors for their invaluable support to the TfGM Board and gratitude that they were prepared to continue to work with GM .

16. BREXIT MONTHLY MONITOR

RESOLVED/-

That the report be noted.

17. WHOLE SYSTEM SMART ENERGY PLAN

RESOLVED/-

1. That the contents of the Energy Systems Catapult report, its recommendations and roadmap be noted.
2. That it be noted that the key recommendations of this plan have already been incorporated within the recently published GM 5 year Environment Plan.
3. That the GMCA record its thanks to the former Portfolio Leader, Alex Ganotis in developing the Plan alongside GMCA officers.

18. ENERGY COMPANY OBLIGATION (ECO) 3

RESOLVED/-

1. That the GMCA commend those GM district councils that wish to continue benefitting from a coordinated approach for the delivery of ECO funded heating and insulation measures at the homes of fuel poor, low income and vulnerable households in their area, do so to use the Warm Homes Oldham Framework Agreement.
2. That it be agreed to use the Warm Homes Oldham Framework Agreement for the installation of first time central heating systems at the homes of fuel poor, low income and vulnerable households across GM which can be used should additional Warm Homes Fund allocation for GM become available in the future.
3. That it be agreed that the GMCA would publish a revised version of the GM Local Authority Flexible Eligibility Statement of Intent, to come into force on 1 June 2019.
4. That the GMCA record its thanks to Councillor Sean Fielding, and colleagues at Oldham Council for their work in developing the Framework Agreement and the opportunity to share this work with other GM districts.

19. GREATER MANCHESTER STRATEGY IMPLEMENTATION PLAN UPDATE

RESOLVED/-

1. That the updated GM Strategy Implementation Plan and Performance Dashboard be agreed and noted.
2. That the overall progress towards the achievement of the GMS 2020 ambitions and targets be noted.
3. That the GMCA record its thanks to Simon Nokes and the team at the GMCA for their work on the GMS Implementation Plan Performance Dashboard.
4. That the GMCA record its thanks to Simon Nokes and the GMCA team for the work undertaken in progressing the Implementation Plan.

20. GREATER MANCHESTER INVESTMENT FRAMEWORK APPROVALS

RESOLVED/-

1. That the funding application for Tootoot Limited (equity investment of £240k) be given conditional approval and progress to due diligence.
2. That authority be delegated to the GMCA Treasurer and GMCA Monitoring Officer to review the due diligence information in respect of the company, and, subject to their satisfactory review and agreement of the due diligence information and the overall detailed commercial terms of the transaction, to sign off any outstanding conditions, issue final approvals and complete any necessary related documentation in respect of the investment at 1) above.

3. That the investment to Shaping Cloud Limited and the amendments to the GM Business Support loan and the EON Reality Limited grant be agreed under delegated authority.

21. GREATER MANCHESTER HOUSING INVESTMENT LOANS FUND – INVESTMENT APPROVAL RECOMMENDATIONS

RESOLVED/-

1. That the GM Housing Investment Loans Fund loans be approved as contained with the report below:

BORROWER		SCHEME	DISTRICT	LOAN
Splash Developments Ltd		Daisy Bank Mill	Manchester	£2.338m
Hazellock Ltd		Trafford Plaza	Trafford	£6.01m

2. That authority be delegated to the GMCA Treasurer and in conjunction with the GMCA Monitoring Officer to prepare and effect the necessary legal agreements.

22. APPOINTMENTS TO THE GMCA OVERVIEW SCRUTINY COMMITTEES, GMCA AUDIT COMMITTEE & TRANSPORT FOR THE NORTH

RESOLVED/-

1. That Cllr Mary Whitby (Bury), Cllr Colin McLaren (Oldham), Cllr Joanne Marshall (Wigan) and Cllr Chris Boyes (Trafford) be appointed to the Audit Committee for the period up to 20 April 2020. In addition, that Cllr Peter Malcolm (Rochdale) and Cllr James Grundy (Wigan) be appointed as substitutes to the GMCA Audit Committee.
2. That it be noted that the GMCA in June 2017 appointed Gwyn Griffiths and Catherine Scivier as Independent Members of the GMCA Audit Committee for a term of office for three years.
3. That the appointments to the three Overview & Scrutiny Committees, for the period up to 20 April 2020, be approved as follows:

Corporate Issues and Reform Overview & Scrutiny Committee		Economy, Business Growth & Skills Overview and Scrutiny Committee		Housing, Planning & Environment Overview and Scrutiny Committee	
Bolton	Bob Allen (Con)	Bolton	Mudasir Dean (Con) Susan Howarth (Lab)	Bolton	John Walsh (Con)
Bury	Stella Smith (Lab)	Bury	Mary Whitby (Lab)	Bury	Martin Hayes (Lab) Dorothy Gunther

	Tim Pickstone (Lib Dem)				(Con)
Manchester	Ben Clay (Lab)	Manchester	Luke Raikes (Lab) June Hitchen (Lab)	Manchester	Mandie Shilton-Godwin (Lab) Jon-Connor Lyons (Lab)
Oldham	Colin McClaren (Lab) Vacancy (Lab)	Oldham	George Hulme (Lab)	Oldham	Barbara Brownridge (Lab)
Rochdale	Kallum Nolan (Lab)	Rochdale	Daniel Meredith (Lab) Mike Holly (Con)	Rochdale	Linda Robinson (Lab)
Salford	Dave Jolley (Lab) Tanya Burch (Lab)	Salford	Vacancy (Lab)	Salford	Vacancy (Lab)
Stockport	Dena Ryness (Lab) John McGahan (Con)	Stockport	Kerry Waters (Lab) Colin MacAlister (Lib Dem)	Stockport	Janet Mobbs (Lab) Steve Gribbon (Lib Dem)
Tameside	Teresa Smith (Lab)	Tameside	Stephen Homer (Lab)	Tameside	Mike Glover (Lab) Liam Billington (Con)
Trafford	Anne Duffield (Lab) Dave Morgan (Cons)	Trafford	Barry Brotherton (Lab)	Trafford	Kevin Procter (Lab) Amy Whyte (Lab)
Wigan	Joanne Marshall (Lab)	Wigan	Charles Rigby (Lab) Michael Winstanley (Con)	Wigan	Fred Walker (Lab)

4. That the appointment of members to the GMCA Overview & Scrutiny Committee Pool of substitute member, for the period up to 20 April 2020, be approved as follows:

	LABOUR	CONSERVATIVE	LIBERAL DEMOCRAT
Bolton	Linda Thomas	Diane Parkinson	n/a
Bury	TBC	Roy Walker	n/a
Manchester	Jade Doswel		John Leech

Oldham	TBC		Hazel Gloster
Rochdale	Ray Dutton	Pat Sullivan	
Salford		Ali Leitner	
Stockport	n/a	n/a	n/a
Tameside	Adrian Pearce	Ruth Welsh	
Trafford	n/a	Sean Anstee	n/a
Wigan	TBC	Adam Marsh	n/a

5. That the appointment of the GM Mayor to the Transport for the North Board be noted.
6. That it be noted that 1 GMCA member will be appointed as a substitute member to the Transport for the North Board for the period up to 20 April 2020 at the GMCA Annual meeting in June.
7. That Councillor Mark Aldred (Wigan) be appointed from the nominations received from the GM Local Authorities, to the Transport for the North Board Scrutiny Committee and that Councillor Roger Jones (Salford) be appointed as the substitute Member.

23. EXCLUSION OF PRESS AND PUBLIC

RESOLVED/-

That, under section 100 (A)(4) of the Local Government Act 1972 the press and public should be excluded from the meeting for the following items on business on the grounds that this involves the likely disclosure of exempt information, as set out in paragraph 3, Part 1, Schedule 12A of the Local Government Act 1972 and that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

PART B

24. GREATER MANCHESTER SKILLS CAPITAL 2017 – 2020 PROGRAMME UPDATE: OLDHAM COLLEGE & BURY COLLEGE

CLERK'S NOTE: This item was considered in support of the report considered in Part A of the agenda (Item 12 above refers).

RESOLVED/-

That the contents of the report be noted.

25. GREATER MANCHESTER INVESTMENT FRAMEWORK APPROVALS

CLERK'S NOTE: This item was considered in support of the report considered in Part A of the agenda (Item 20 above refers).

RESOLVED/-

That the content of the report be noted.

26. GREATER MANCHESTER HOUSING INVESTMENT LOANS FUND – INVESTMENT APPROVAL RECOMMENDATIONS

CLERK'S NOTE: This item was considered in support of the report considered in Part A of the agenda (Item 21 above refers).

RESOLVED/-

That the contents of the report be noted.

A link to the full agenda and papers can be found here:

https://www.gmcameetings.co.uk/meetings/meeting/701/greater_manchester_combined_authority

This decision notice was issued Wednesday 5 June 2019 on behalf of Eamonn Boylan, Secretary to the Greater Manchester Combined Authority, Churchgate House, 56 Oxford Street, Manchester M1 6EU. The deadline for call in of the attached decisions is 4.00pm on Wednesday 12 June 2019.

Call-In Process

In accordance with the scrutiny procedure rules, these decisions would come into effect five days after the publication of this notice unless before that time any three members of the relevant Overview and Scrutiny Committee decides to call-in a decision.

Members must give notice in writing to the Chief Executive that they wish to call-in a decision, stating their reason(s) why the decision should be scrutinised. The period between the publication of this decision notice and the time a decision may be implemented is the 'call-in' period.

Decisions which have already been considered by an Overview and Scrutiny Committee, and where the GMCA's decision agrees with the views of the Overview and Scrutiny Committee may not be called in.

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By virtue of paragraph(s) 3, 4 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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